

ISSUE
400

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ED SPEAK

“We won't have to do it again until issue 400, due in the year 2018. By then, all of the team will be dead.” Yes, my predecessor, the mythical Scary Steve Chalmers, had a way with words, and these were the ones he wrote in the Ed Page of the 300th issue way back in March 2011.

Luckily for us lot, he was wrong, although we've all had some close shaves with the grim reaper – especially Initial G, but then he is nearly 60 (sigh - Initial G).

The crazy thing is, we're all still here seven years on (apart from Scary who moved to Dubai to write about luxury dinghies): G is still playing with colours and shapes, Glenda is still posting memes on Facebook and Midge is still writing about products, building crazy cars and drinking too much Red Bull.

The thing is, that's not the half of it. We've all been here for way more than 100-issues. In fact, I didn't just work on the 300th issue but was here for the 200th issue too! And while other car mags have been and gone, FC is still going strong 31-years later. I put this down to the passion of the people who put it together and those of you who buy it religiously. Our readers are amongst the most knowledgeable and passionate in the car scene and there's no better feeling knowing that you appreciate what we do. We're extremely proud to work on the best car magazine on the planet and you, our readers, are our inspiration. Fast Car is more than just a job; it's safe to say it has become our life's work!

We don't celebrate our next landmark issue until 2026, so make sure you enjoy this one. Take care and nurture it, put it in a safe place – these milestone issues become collector's items, you know!

It's hard to even contemplate what we'll all be doing in seven and half years time, but one constant will remain – our love of modifying; it's in the blood. So raise a glass of your chosen tipple and salute the 400th issue and the modified car community. It's truly an awesome place.

Big Love,

Jules

NEXT ISSUE ON SALE FRIDAY 12 OCTOBER



SLIM JULES
EDITOR

“In seven years I'll be in my 40s and that means a mid-life crisis. Bring on the sports car!”

Seventeen years in publishing including a spell as a paparazzi, IMIAL Level 2 Mechanic, Poppadom Eating World Championship runner-up, Race National B Licence holder.
jules.truss@kelseymedia.co.uk



MIDGE
CONTRIBUTING
EDITOR

“I don't know what I'm doing next week, let alone in 2026! But with a bit of luck the TT will be finished.”

Uber-short serial Gumballer and monster truck driver, IMIAL Level 2 Mechanic, built 12 feature cars, five cover cars, five rally cars, has a degree in pottery and an addiction to Red Bull.
james.burr@kelseymedia.co.uk



INITIAL G
ART EDITOR

“In seven years I'll be entitled to a free bus pass. I wonder if they'll let me modify it?”

Thirty years of design experience, champion archer and currently working on proving inflationary cosmology propagation, through vacuum energy.
graham.morecroft@kelseymedia.co.uk



GLENDIA
WEBSITE EDITOR

“I'm aiming to be the face of Just For Men Moustache & Beard dye.”

Social media guru, Gumballer, IMIAL Level 2 Mechanic, beard connoisseur, fully qualified lifeguard, purveyor of super lows and very large feet. Also likes cars rather a lot.
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Sam Preston Word Wizard
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Dan Pullen Camera King
Daniel Bevis Wicked Wordsmith
Chris Wallbank Amazing 'Tog
Davy Lewis Super Sub
Alex Powell Super Sub The 2nd

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THEN AND NOW SPECIAL

Escort v Focus 012

Two fords, two eras, one passion.

R32 GT-R v GT-R 020

Godzilla has evolved a lot in 30-years and here's the proof. But what one would you choose?

Mk1 v Mk7 Golf 034

There's not many things older than Fast Car itself, apart from Initial G and the VW Golf! We've got both ends of the spectrum covered here. Take a look...



WILD CARD

Hillman Imp 102

The Hillman Imp has quite a following in the UK and we reckon this is the best one out there.



BONUS FEATURES

Bonus Feature 053

We rewind the clock 30-years and compare today's cars to those of yesteryear! But who had it better...



OUT THERE

FittedUK 069

We head to Manchester to see some heavily-stanced cars.



REGULARS

Front End 006

Stop. The. Press. The Angry man isn't Angry. We don't know what's in the water but it must be alcoholic.

Staff Rides 091

We've almost got a full garage this month as Glenda, Midge and Jules all make a return. While the competition 350Z gets yet more goodies. Yipeee.

Readers' Rides 111

Now for the most important cars in the world... yours, of course.

Arse End 114

We've made an extra special effort to look stupid this month. Well it's the 400th issue.

We Want You Car 145

Do you own a feature car? You better get in touch then.

Next Month 146

The countdown to the 500th issue begins! Only another 99 to go!

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RF101



RF102



RF104



RF103

RF103

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RV193



TWIST



RV177



RV192



RV194

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UP FRONT

NEWS, VIEWS, RANTS AND RANDOM SHENANIGANS FROM THE WORLD OF CAR CULTURE



We even hired a cherry picker so Midge could see



THE FAST CAR 400 PHOTO SHOOT

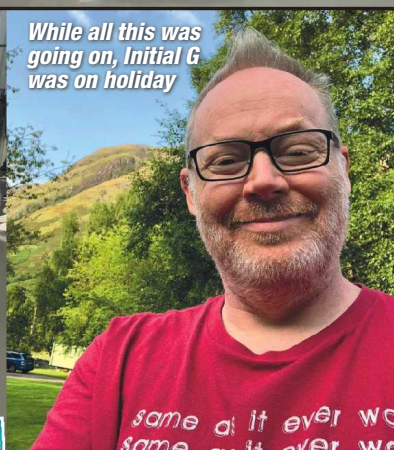
We go behind the scenes and take a look at how we made that front cover...

A fair amount of effort goes into our covers but this one was on another level. We hired Bruntingthorpe's Hanger 42, booked our best photographer and then invited 6 of the best cars in the UK right now!

It took over eight hours of solid photography, 25 cups of tea (cheers Midge), lots of repro work and a fair chunk of FC's budget, but we think it was worth it... More importantly we hope you do too.



Nice pants



While all this was going on, Initial G was on holiday

A BRIEF HISTORY OF FAST CAR

Lots of shit happened back in 1987: Margaret Thatcher was voted in for her third term as PM, the Great Storm hit the South of England, and Jimmy Savile was the BBC's prize asset. It wasn't all bad though... The Ferrari F40 was launched, The Simpsons made their TV debut and Fast Car Magazine was launched! Over 31-years later and we're still here and we're still addicted to modifying cars, of course!

Here's some of our highlights...



May 1987 the first ever issue of Fast Car hits the shelves



February 1998 Kelly Brook was the centrefold

1987

1994

1998

2003



August 1995 Fast Car hits the magic 100



June 2003 that's the 200th issue sent to press

QUIZ TIME

Think you're a Fast Car superfan? We'll be the judge of that...



- 2) What year will Fast Car celebrate its 500th issue?
- 3) Who's the longest serving member of team Fast Car?
- 4) Who was the Twig?



- 1) Name the member of staff?

- 5) What was the cover price of issue 1?

Answers in Arse End on page 115

FAST CAR IN NUMBERS*

400 issues
2831 FEATURE CARS
65281 pages
Over 5 Million Words
2 Heart Attacks
1 Scary Steve
4 FC HQs

*Some figures are guesstimates as Midge kept losing count

The pressure of making the tea takes its toll on Midge

"Left a bit!"

Back from his hols, Initial G is trying to look busy

Almost 50% of men's beards contain poo: fact

THANKS A MILLION YOU GUYS ROCK!!!

April 2004 we sell a record 176,000 copies

April 2014 we hit one million likes on Facebook (we now have over five million)

October 2005 Fast Car HQ moves to Bath

March 2011 the 300th issue hits the shelves

October 2014 Fast Car HQ moves back to Kent

Autumn 2018 here we are, 400-issues and 31-years later!

2004

2011

2014

2017

2020



Want **TRAX** tickets but skint?

THE ULTIMATE PERFORMANCE CAR EVENT
POWERED BY **MMR**

Well it's time to try your luck in our last ditch TRAX ticket giveaway. . .

That's right people; we asked the lovely people at TRAX to give us 500-quids-worth of tickets to giveaway and they only bloody well said yes! That's 20-pairs of tickets just waiting to be sent out to their new owners. But that's not all, the lucky winners will also get an official TRAX T-shirt and the first three winners will also get unlimited runs on Turbosmart's Sprint Test!

This really is the last chance to get yourself to The Ultimate Performance Car Event, held at Silverstone on the 7th of October, for absolutely nothing. Obviously there's still time to buy your tickets, but you might as well have a pop at getting in for free first, eh?

All you have to do to enter is hit the link below and fill out your details. We aren't even going to ask you a ridiculously impossible question like – what was last year's TRAX attendance figure, mainly because we haven't got a scooby-do ourselves. It really is that simple, hit the link, fill out the boxes and hit enter. We will notify the lucky winners before the show – lucky that, eh! Godspeed and we'll hopefully see you at Silverstone for a brilliant day out!

ENTER HERE: www.fastcar.co.uk/trax-comp

The legal bit...

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2. This prize draw is not open to employees or contractors of Kelsey Media, any person directly or indirectly involved with Kelsey Media or the running of the prize draw or their direct family members.
3. Only entry tickets that have been completed in full and given a correct answer will be entered into the prize draw.
4. The first randomly selected, correct entry drawn will win and will be contacted immediately on the email address or telephone number provided. The winner must then contact Kelsey Media to claim their Prize within 5 days of the date and time of the email sent or the phone call. Only the winner will be contacted personally on the details that they provide at entry. Entrants must ensure that the details that they provide at entry are accurate and legible. Reasonable efforts will be made to contact the winner. If they cannot be contacted, fail to respond or if a Prize remains unclaimed in the time frame stated above (or there is a failure to meet the eligibility requirements or otherwise the winners are unable to comply with the terms and conditions), the Prize shall be forfeited and Kelsey Media reserves the right to offer the unclaimed Prize to the next entrant selected at random. Kelsey Media may repeat this process until such time as the Prize is claimed within the relevant period.
5. There will be no cash or other alternative offered. Once a Prize has been allocated it cannot be transferred.
6. Kelsey Media reserves the right to cancel or change this prize draw at any stage, if circumstances change that are beyond its reasonable control.
7. Kelsey Media's decision is final and no correspondence will be entered into.
8. The winner may be required to participate in publicity and the prize draw may appear in other promotional materials.
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11. Entrants will be deemed to have accepted these terms and conditions and to have agreed to be bound by them when entering this prize draw.



Coming Soon

That's right, just because we've made 400 issues doesn't mean we're not going to make any more. In fact, we're only just getting started – have you seen the amount of cool cars out there that need featuring? Yeah, there are tons of them; cars like Pete Blackhurst's lowrider Civic EF and Stephen McKenna's Golf all deserve their moment of fame and we're going to give it to them next month!

**“AS YOU KNOW,
I'M A BIT OF A
MOANY
BASTARD, BUT AS
IT'S THE 400TH
ISSUE I'M GOING
TO PISS
POSITIVITY
FOR ONCE...”**

People have been messing with cars for as long as there have been cars, and that'll never change. Christ, we have already started messing with EVs – just look at our very own staff projects section for proof.

But you know what? The modifying is only half the story; we all do this for enjoyment and that satisfaction is heightened when our passion is shared with like-minded people. That's right, it's the community that makes this scene so bloody special.

It isn't just a hobby but a way of life and it has the power to save lives and the love to make lives. So long live the car scene, the place where relationships are forged and memories are made.

The Happy Man



Disclaimer: The opinions expressed herein are not necessarily those of *Fast Car* or the publisher. So fuck you ;-)

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we share your passion





Then & Now

We take a look at the old cars that are still loved today and today's cars that will be loved tomorrow...

People have been modifying cars for over 100-years, but things didn't get really interesting until the mid-80s. Racing was inspiring a new breed of human, the home-enthusiast, and manufacturers were fuelling the passion by launching performance cars that, for the first time, were affordable on the average family income.

It was the rapid rise in this movement that inspired the launch of Fast Car magazine in 1987, 400 issues later the cars might have changed but the passion and ethos remains. The car scene is as strong as ever but what have been the most iconic cars of the Fast Car era? We take a look at the past greats and their modern day equivalents...



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THEN & NOW: ESCORT V FOCUS Words Dan Bevis Photography Dan Pullen



Freaks of Nurture

Ever since the advent of the Model T, Ford fans have been modding their Blue Ovals to make them faster, louder, and angrier. Here we've drawn together a pair of shouty Ford heroes that best represent the scene both in the 1980s and today...



The Ford modifying scene has changed immeasurably over the last three decades or so. Back in 1987 when *Fast Car* first hit the shelves, the Mk4 Escort was all fresh and new, so the tuning world had got used to the idea of hot front-wheel-drive Fords; after all, the Mk3 Escort had been around since 1980. But nevertheless, there was still an undercurrent of yearning for the rear-wheel-drive thrills, a lot of people still thought that a Blue Oval wasn't 'proper' unless it steered from the rear, and that fast Fords would always be associated with RWD saloons.

For some diehards that's still the case, although the world's moved on and it's no longer true that sending the drive to the front is solely an exercise in packaging and efficiency. While Saab once suggested that 200bhp was roughly the limit that a car's front wheels could cope with, they didn't reckon on technological advances like RevoKnuckle and HiPer Strut and all the developments in limited-slip differentials – today's FWD hot

hatches routinely have 300bhp+ from the factory, which are the sort of numbers that would have made a Mk4 Escort owner dribble back in the eighties.

The two cars we have here for this old-and-new showdown represent the zeitgeist of Ford tuning aspirations back then and in the present day. In the retro corner we have a bruiser of a Mk2 Escort – a period race build which appeared on the cover of *Fast Car* way back in 1990, in a feature named 'Monster Escorts' (which, coincidentally, is the name of a grimy club in Dartford where you can find Midge most nights).

Representing the new wave, we have a frankly insane Mk2 Focus RS which has been brutally monsterring the scene for a few years now, and every time it appears at a show it's sporting a new round of cutting-edge mods. Its nickname is, in fact, 'Monster'. Classic track muscle takes on terrifying sledgehammer lunacy. Haven't times changed? And yet the recipe remains the same – blue-collar cars wound up to proper big-kid horsepower.



MK2 Escort

Rear-wheel-drive Escorts have taken on cult status in the 21st-century, there's no getting away from that. While they were everyday runabouts in period, with every aspirational Mexico or RS2000 being counterpointed by a couple of dozen 1300cc four-doors, today they're all big business: even knackered base models are worth a pretty penny. We've passed the tipping point whereby the market's being driven by people who grew up lusting after the hot Escort their dad or older cousin had; nowadays these cars are sufficiently aged that they exist within their own finely matured appreciation bubble. People pay top dollar for decent shells to use for rally projects (because, even after all these years, there really isn't a better rally car than a Mk1 or Mk2 Escort), while at the other end of the spectrum, you find unscrupulous miscreants selling VIN numbers for RS models so that people who've imported rust-free two-door shells from Australia or South Africa can ring them and pretend they're valuable UK sport models. It's gone a bit nuts. You can pay ten-grand for an Escort that you can sweep up with a dustpan and carry home in your pocket. And buying your way into legit retro Escort thrills? That ain't cheap.

The car you see here, you'll be pleased to note, is no iffy ringer or patched up snorter – this is the real deal. A pukka race car from

back in the time when everything was sepia-tinted and twitter was just something birds did outside your window on a spring morning.

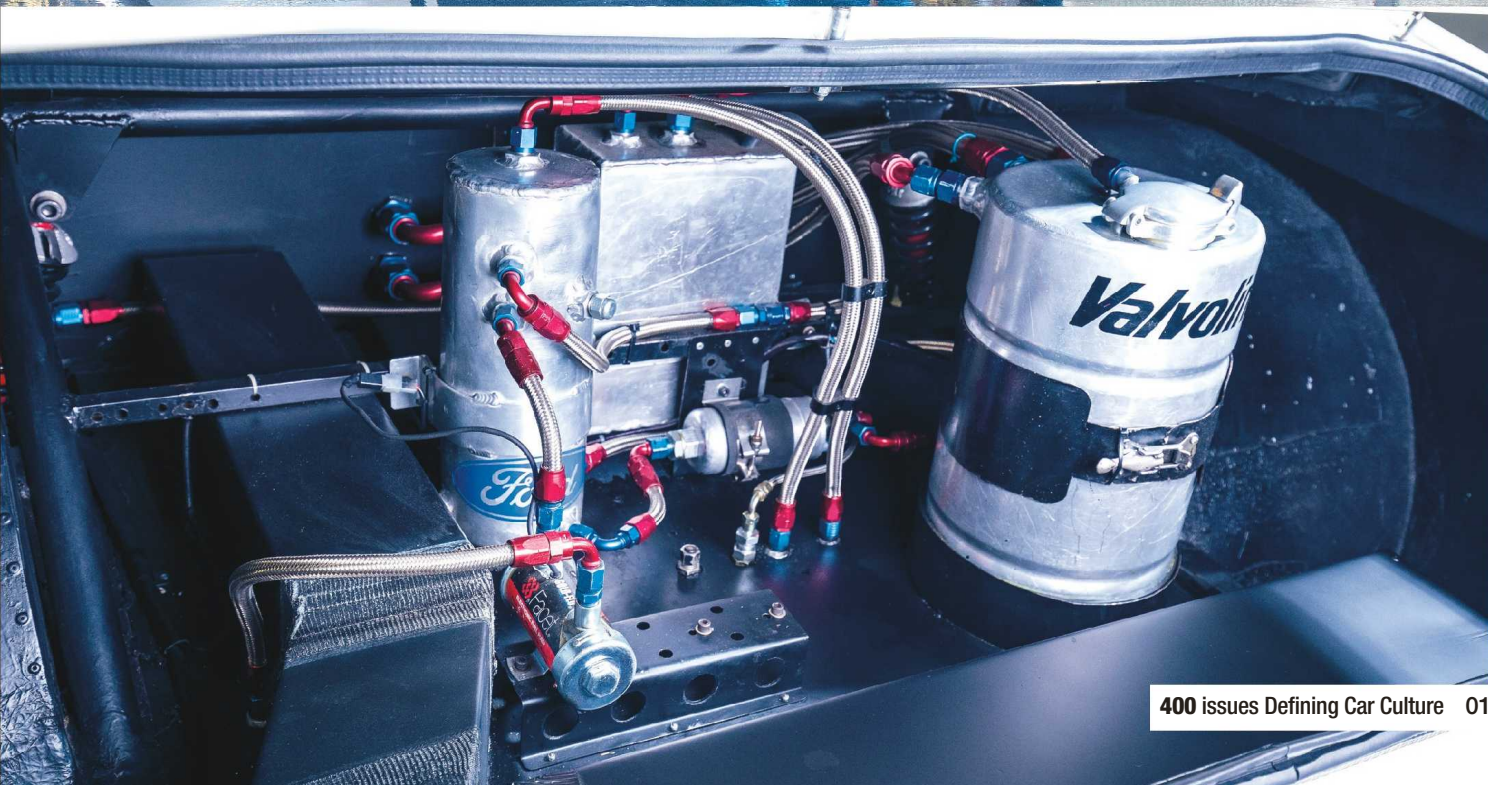
A 1975 shell, this car was originally built up as a race car in 1979 by a chap named Steve Minton along with his brother, to compete in the Wendy Wools Special Saloon Car Championship – which was very free on regulations! From 1980-85 they also competed in various Special GT meetings. The diverse Special Saloon series ran through the 1960s, '70s and '80s, as forerunner to the Thundersaloon series; cars competing here were big-hearted evolutions of recognisable mainstream cars, with fat bodywork and improbably wide slicks. Lunatics, basically. And as series regulations evolved, this Escort found itself competing from 1987-91 in the British Thundersaloon Championship, racing against such big names as David Leslie, John Cleland, Dave Brodie and Gerry Marshall.

At this time it was running a Hart 420R engine – a Formula 2 twin-cam screamer from the company that'd go on to develop Ayrton Senna's F1 motors. The car was retired in 1991 and stored until '98, at which point it was sold. And that could have been the end of the tale, had Steve Minton's son, Dan, not happened upon a surprising forum post online in 2004...



"We now
compete in
the CSCC
Special
Saloons..."

*Fine choice of
periodical, sir!*





"I saw a post on Ten Tenth's about the Minton Racing Escort being up for sale on eBay," Dan recalls. "I managed to get hold of the guy who had it in Hastings; dad and I went down to have a look at it and, sure enough, it was the car! On the way home we stopped into a pub and talked about whether it was worth saving, as it had been through three different owners and was in a really poor state, as well as not having been driven. The guy was also a little reluctant to sell it, although the fact that he was expecting a baby worked in our favour, I think. So we paid him for the rolling shell – but it had a crappy old English axle and a pair of standard struts on it just to push it around... luckily dad had kept the struts that they'd made for Thundersaloons, and all the bespoke TCAs and compression struts were still on the car!"

A few other period features were still in situ, which helped – not least the dry sump setup and swirl pot in the boot, which works to retain some of the old-school originality. The one-piece droop-snoot front end was in a bad way though, so the father-and-son team cut the wings off and mounted them directly to the shell, and converted the car to a flat-front, putting a front bulkhead back in as this had been chopped about during the Escort's evolution and needed remedying. This also had the benefit of making the car eligible for Group 2 racing. That's right – the Mintons weren't just restoring a museum piece, they were keen to get back out on track!

"The Escort was originally dark blue and white, before it was painted in its well-known red and white livery, so we decided to go with the blue front and Ermine white rear colour scheme," Dan explains. "We still had the Hart 420R engine at the time of getting the car back, but with an original bulkhead and front panel it was too long and wouldn't fit in the engine bay! The BDX went nicely in there though, as that's what was in the car when it was first raced back in 1980." The BDX is essentially a Formula 2 full-race version of the Cosworth BDA engines you'd find in Mk2 Escort rally cars, and in the Minton Racing Escort it's an absolute screamer – its



Cobra bucket seat
and Willans harness





BBS E50s have form and function

STYLING:

Original 1970s Fibresports fibreglass X-Pack bodykit, custom Minton Racing front splitter and rear wing, Perspex windows

TUNING:

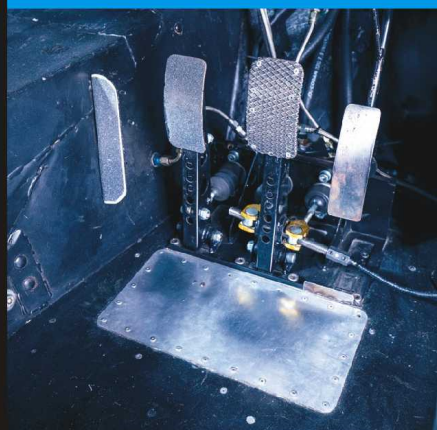
2.0-litre Cosworth BDX (built by Tim Swadkin Race Engineering), big-valve head, Lucas 8mm mechanical fuel injection, dry sump system, Motorsport Transmissions ZF S5-18/3 historic dogleg 5-speed gearbox, fully-floating Atlas Group 4 rear axle (6-linked with Watt's linkage) with Gripper LSD and Gartrac internals, 285bhp (rev limit – 9,500rpm; shift-light at 8,750rpm)

CHASSIS:


11x16in (front) and 12x16in (rear) BBS E50 wheels, Avon A11 slicks, MacPherson-type front struts, TCAs, comp struts and front ARB designed and fabricated by Minton Racing, Spax rear coilovers, T45 rear ARB, AP Racing Pro 5000R 4-pot front calipers with 310mmx28mm vented discs, AP Racing 2577 2-pot rear calipers with 270mmx10mm solid discs, remote adjustable bias bar pedal box, remote rear proportional valve

INTERIOR:

Fully stripped, full motorsport rollcage, single bucket and harness



big-valve head and Lucas 8mm mechanical fuel injection aid it along the path to 285bhp, with the rev limit at a hysterical 9,500rpm. The fellas have this linked to a Motorsport Transmissions ZF dogleg five-speed, running back to a six-linked Group 4 Atlas axle with Gripper LSD and Gartrac internals, which is about as serious as you want to be in a RWD Escort. Those rear BBS E50s are a foot wide each side to try to tame those rampaging horses, and even with sticky Avon slicks the thing's a proper handful. Which is just the way a car like this should be.

"It took around six years to restore," says Dan. "We now compete in the CSCC Special Saloons and Modsports series, the next meeting being at Mallory Park on the 6th-7th October. And yes, dad and his brother well remember doing the Escort's Fast Car feature back in 1990 – we still race against Ricky and Danny Morris and Tony Paxman who were also in that feature!" What goes around comes around, huh? It's like the cheesy old bumper stickers say – old Fords never die, they just get faster. 



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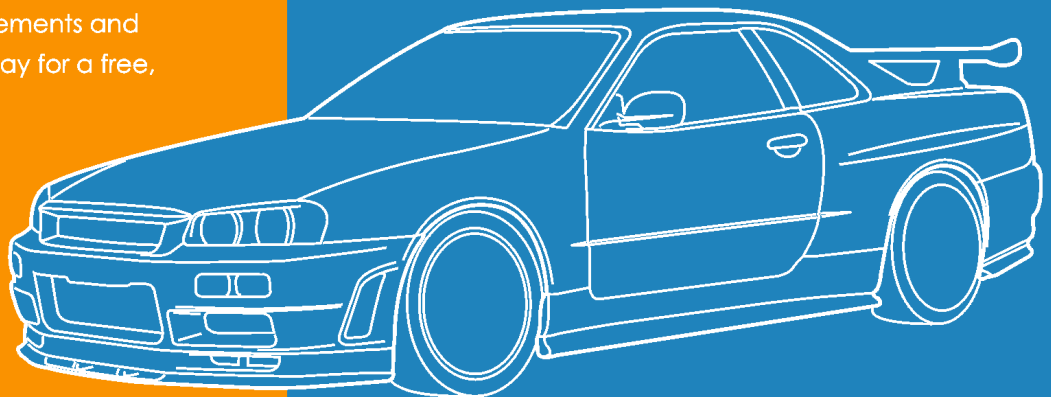
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THEN & NOW: ESCORT V FOCUS





MK2 Focus RS

Well, then – where do we start with this one? It's a polarising car, that's for sure... it couldn't be more love-it-or-hate-it if it had been carved from solidified Marmite, and that's just what we love about Rich Fox's Mk2 Focus RS. It's completely shameless, unselfconscious, no-f**ks-given, it exists solely to amuse its mischievous owner. What's particularly noteworthy about this distinctive project is that it represents the zenith of the current tuning scene – or, perhaps, where the scene will be in a couple of years' time. You see, back in the 1990s and early-2000s, brash was best; every car in the cruise had a massive fibreglass bodykit, the

biggest wheels that could physically be squeezed on, insane audio installs, the works. Through the late '00s and early 2010s, this gave way to a cleaner, crisper, Belgian-inspired OEM+ VIBE, subtlety ruled, although we're now seeing a significant resurgence in wide-arch ostentatiousness and wheel obsession. Where do we go next? Rich Fox reckons you're looking at it. "I wanted to hit 2020 modifying early, and I think I've achieved that," he laughs.

If you've been to a car show in the last few years (pretty much any show at all, to be honest), you'll have seen Rich there in his ever-evolving Focus. Or if you didn't see him, you'll have certainly



There's nothing OEM+ about this ballistic Focus RS

heard his Section 18 exhaust ricocheting like artillery fire across the showground. And if you're a reader of our sister mag, Fast Ford, you'll have seen this black-and-green monster on the cover in January 2017. Back then the 671bhp brute was running gold wheels and slightly less extreme aero, but under the skin it was a very different car indeed. The project's changed so much since our chums on the other side of the office got their hands on it – Rich is a one-man modding machine, he's addicted, obsessed, he can't leave the damn thing alone. Sure, he had the country's most extreme Focus, but he needed to push it further.

"Around the time of the Fast Ford cover, I was also getting a lot of exposure from the RS's appearance on Jamie_FYD's YouTube channel, and the car went viral very fast," Rich explains. "By that point I had hit the limits with car parts you could get off the big companies, so I stopped modifying and enjoyed the car for a little

while, showing her off at as many shows as possible. I'm a very big fan of one-off cars and extreme bodykits from back in the day, and there wasn't really much of a scene for that any more – but I had a vision of what I wanted to do. And I really pushed this vision after TRAX 2017, as the RS was getting tired from all the hard use and needed restoring. I listened to one comment on social media when someone said 'Ain't we bored of this car yet?', and I thought 'Yes, I bloody am'." So Rich hightailed it back to the Isle of Wight and, the Monday after TRAX, the Focus was stripped down and lying in bits strewn about his garage.

While he pondered his next move, he got on the phone to Bola Wheels to see if they'd be willing to make him a set of B12s in a 19-inch diameter, which they were happy to do, and this acted as a real shot in the arm for the project.

"After that, the RS went to John Russell at Lake Autocentre for a complete engine rebuild, which was so impressive when complete," says Rich. "Even the engine block was a beautiful lime green! And when the car was back in my garage with a fresh new engine, I started getting contacts from people that do one-off custom parts. These are guys I'd been watching all through the years and I knew they would help me make something totally stupid!"

The cast of characters included Kevin Johns at MRM Speedshop, Gary Howard of Carbon Addicts, Richard Pryce at SS-Tuning, Kuro Carbon, and Ross Parking at RP Panelling, all of whom had their part to play with bespoke craftsmanship, and when it came to the heavy-duty work, Rich enlisted Martin Goddard at MJG Grits to set about cutting arches, making custom seat brackets and external oil cooler brackets, attaching the mighty front bumper, and building that huge rear diffuser, which is so strong you can actually use it as a work bench!

"With all the stripping down, I managed to remove 255kg of weight, as the RS is a heavy old lump," Rich grins. "I was working on panels of the interior while the engine was being rebuilt, so it was a case of putting the puzzle together; I love my sound systems and I



Here comes the BASS!



knew I would get bad comments if I put big ICE in, but with everything I removed from the car or cut off or replaced with carbon fibre, it works out that it's still lighter than a standard RS! So I can enjoy ear-bashing music while being lighter and faster than it was before. I chose VIBE Audio equipment because these guys are always helpful with advice, plus their speakers are so bloody loud with top quality. It was a bit of a mission building a huge system around the Jamsport rollcage, but I managed it!"

The exterior aesthetic has been a real labour of love too. Aside from the frightening aggression of the WRC front bumper and rear spoiler, the roof scoop, the crazy aero and all the carbon, it's the livery that provided the real head-scratcher. It took Rich four months' worth of evenings to design it all up perfectly, before he could send all of his precise measurements to Mark Chamblin at Mark One Graphics. But that's emblematic of the build as a whole, really – no stone has been left unturned, and Rich insists on




Custom Corbeaus





VIBE audio install is bloomin' huge

perfection. It's not to everyone's taste, but it's what he likes and that's the only thing that matters. "After nine months of crazy hours and crazy work – and to be honest, some of this stuff shouldn't have worked! – me and my mad team have created something the likes of which you will never see again," says Rich. "This car was created with so much time and passion, you can appreciate every part of it individually." Which provides the perfect fusion of then-and-now Ford tuning: this guy wanted to create something so extreme, so out-there, that it'd set a template for the near-future of modifying... but at the same time, he's tapping into the desires that have made modifiers tick for generations. Rich's car has a lot of admirers. It also has a lot of detractors – but so did Carisma's TVR Cerbera and Mattias Vöck's Volvo Amazon... without mould-breakers, the scene stagnates. We need cars like this Focus. The madder the better. 

STYLING:

ACR Composites WRC front bumper with Zunsport mesh, carbon fibre canards front and rear, Maxton Design skirt kit, MJG Griits custom rear diffuser, Monkeywrench gen-4 twin-projector headlights, carbon bonnet with Auto Specialists WRC vents and Mustang bonnet bulge (with huge vents and custom carbon fibre blades), retro Mustang bonnet clips, Auto Specialists MK2 RS wide-arch bodykit, M-Sport roof scoop, Streamline carbon exterior kit, Kuro carbon exterior custom kit, WRC carbon rear spoiler, custom carbon F1 wing mirrors and base plates, carbon rods and custom splitter with fire extinguisher, Fox Styling one-off vinyl art with materials and logos from Mark One Graphics, rain light, and about 2,000 lock nuts and bolts from Screwfix!

TUNING:

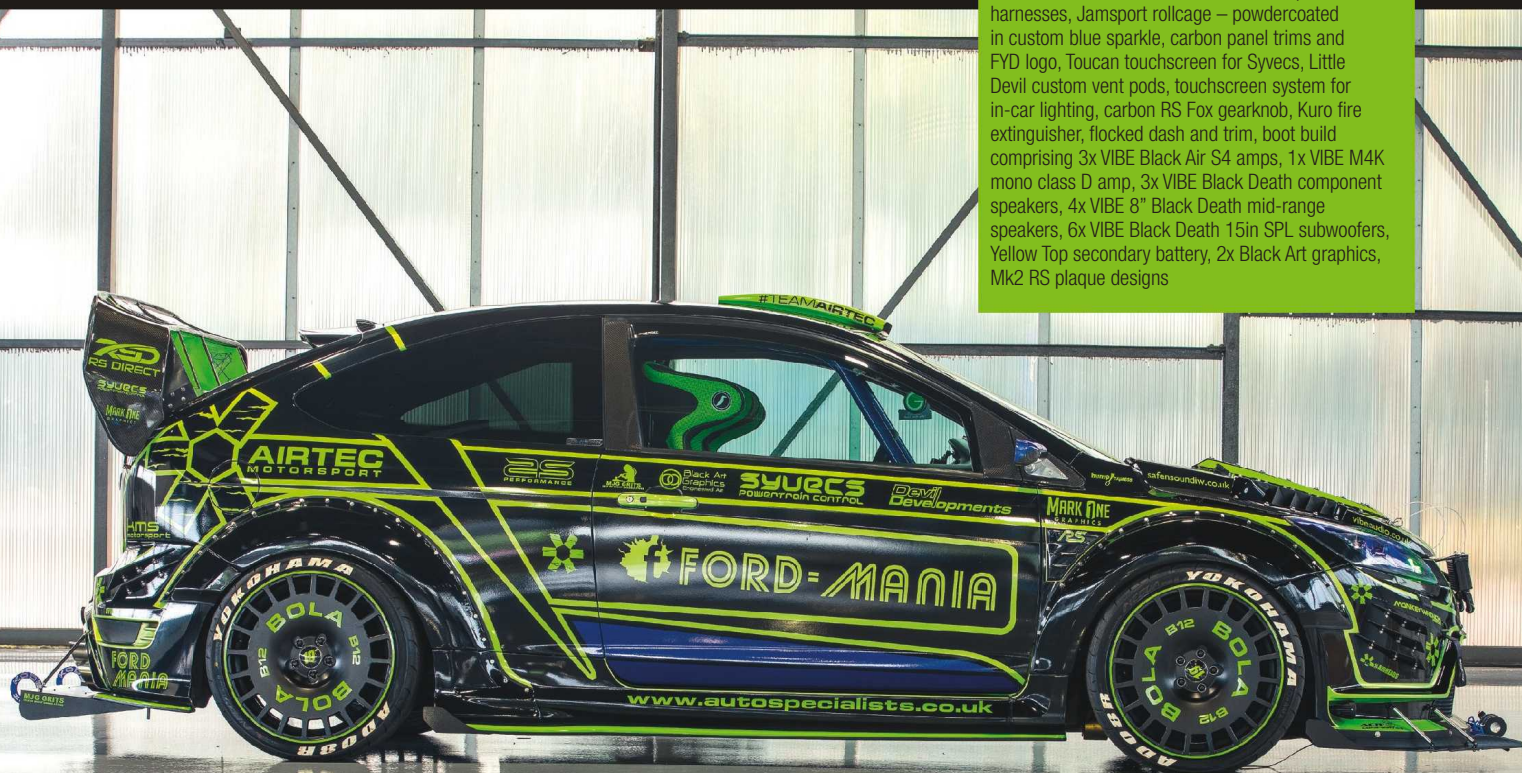
2.5-litre 5-cylinder 20v turbo, Wiseco pistons, K1 rods, block mod, Stage 2 cams, GTX35 turbo on gold ceramic-coated SCC tubular manifold, Tial 45mm external wastegate, ceramic-coated v-band downpipe, Milltek decat, KMS Section 18 exhaust with 6.5" slash-cut tips, 1,000cc Bosch injectors, Bosch 044 fuel pump, swirl pot, Auto Specialists inlet manifold, 70mm throttle body, Auto Specialists Group A air filter, Auto Specialists Stage 3 100mm-core front-mount intercooler, Auto Specialists radiator, Auto Specialists oil cooler on custom MJG external bracket, Pro Alloy boost pipes, Auto Specialists dress-up kit, Auto Specialists filler tank and cap, NGK iridium HR9 spark plugs, Syvecs ECU - control mapped, aircon delete kit, custom gold heatshield, 6-speed gearbox, Xtreme carbon twin-plate clutch, Auto Specialists billet alloy and polyurethane torque mounts

CHASSIS:

8.5x19in ET35 Bola B12 satin black wheels, 235/35 Yokohama ADO8R tyres, Eibach 40mm spacers all round, BC coilovers, Whiteline anti-lift kit, Summit bracing kit, K-Sport big brake kit – 8-pot calipers and 365mm discs

INTERIOR:

Sparco snap-off steering wheel, custom Corbeau seats with custom MJG Grits brackets, Sparco harnesses, Jamsport rollcage – powdercoated in custom blue sparkle, carbon panel trims and FYD logo, Toucan touchscreen for Syvecs, Little Devil custom vent pods, touchscreen system for in-car lighting, carbon RS Fox gearknob, Kuro fire extinguisher, flocked dash and trim, boot build comprising 3x VIBE Black Air S4 amps, 1x VIBE M4K mono class D amp, 3x VIBE Black Death component speakers, 4x VIBE 8" Black Death mid-range speakers, 6x VIBE Black Death 15in SPL subwoofers, Yellow Top secondary battery, 2x Black Art graphics, Mk2 RS plaque designs



**Thanks to all the carbon and Corbeau seats
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THEN & NOW: GOLF MK1 V GOLF MK7 Words Dan Bevis Photography Dan Pullen



Worm Burners

In golfing terminology, a worm burner is a ball that rolls very fast and very low. And hasn't that always been the game plan for VW Golf modding over the generations...?

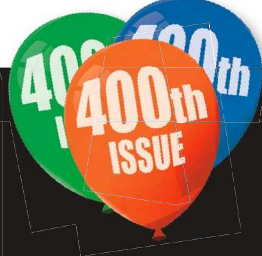


The cult of the modified Golf has blossomed and evolved since its inception in 1974. Volkswagen's ubiquitous hatchback is such a common entity that it's become a part of the furniture of modern living, like a Billy bookcase or a branch of Starbucks. It's just one of those things that's everywhere. But 1974 was a very different place to the world of today, and the launch of the Golf was a staggering departure from what people thought they knew about the VW brand; replacing the aircooled, rear-engined, rear wheel-drive Beetle with a crisply angular hatchback that featured a front-mounted, watercooled engine and front wheel-drive was a frankly astounding manoeuvre. And when the GTI concept was announced at the 1975 Frankfurt Motor Show, all bets were off. This was a new era of performance city cars. While the Golf GTI wasn't technically the first hot hatch, many

would argue that it's the best.

Over its various generational shifts, the Golf has passed from lightweight baby through to muscular runabout, lardy nineties plaything, turn-of-the-millennium chic, next-level uberhatch and beyond, but one thing's remained constant throughout: it's always responded very well to modifying. And there's always been a huge scene around them too, with endless hordes of tuners keen to eke out the very best from this robust and malleable platform.

Here we've got a pair of Golfs which neatly bookend the model's story thus far – a retro Mk1 and a boxfresh Mk7. Of course, being Fast Car, we had to bring you cars with a bit of a twist, so the Mk1 is like no other first-gen you will have seen, while the Mk7 seems to think it's some kind of supercar. Read on, you'll see what we mean...



MK1 Golf

When it first burst onto the global scene, one of the things the Mk1 Golf was most notable for was the fact that it was a hatchback. It couldn't have been more different to the Beetle that it unceremoniously elbowed out of the way, and the Golf ably jumped onto the bandwagon already populated by the Renault 5 and the Fiat 127, taking the concept and trying to make it its own. Ford were certainly watching with interest, their Fiesta joining the party a couple of years later. And it's perhaps the Golf's inherently hatchback nature that meant that, when a convertible version of the Mk1 appeared, it refused to die – while the original hatch was replaced by the Mk2 in 1983, and then the Mk3 in 1991, the Karmann-built Mk1 cabriolet remained on sale from 1979 right up to 1993. People just couldn't get enough of them.

Obviously the Golf you're looking at here isn't a cabriolet (the steel roof is a bit of a giveaway, isn't it?), although you'll spot that it is wearing the factory bodykit from the late-model Clipper cabriolet. However, it isn't a run-of-the-mill hatchback either; while it does sport a tailgate, it's not a family runabout – it's a van. A genuine Golf van, in fact, from 1982, which started its life as an Edenbridge fire tender. So the fact that it's Mars Red is very appropriate – it's just the right colour to fit in with those shiny bigger-brother fire engines it used to chase about back in the eighties...

A lot of water has passed under the bridge since the 1980s of course, and this Golf van today does the rounds in modern-modified guise; while there are certain elements of it that are period-perfect, this is a bona fide 21st-century build, taking the



classic platform and neatly contemporising it. It's the work of HavAir, an air-ride specialist that you've undoubtedly heard of as they're all over the scene, with many of their top-flight builds appearing in these pages over the years. Geoff Skinner is the head honcho, and mastermind behind this project: "Yep, it's a genuine van, not a conversion," he confirms. "I picked it up nine years ago.



The front end oozes 90s



*It ain't pretty but it got
Geoff to Wörthersee and
back on just a few tanks*



Geoff's Mk1 is on fire



After its life as a fire service vehicle it had been left under a tree, I had to rescue it!"

There was a fair amount of remedial work to get the aesthetics up to scratch, as you can imagine, but Geoff and the team's efforts have resulted in something beguilingly flawless. Well, almost. "I have to say that the van's travelled all over Europe going to shows for the last couple of years, so you'll need to forgive any imperfections," says Geoff. But that's just the doting curator in him talking. What you're looking at is a straight-as-an-arrow Mk1, resplendent in a fresh coat of its original paint shade, rocking that Clipper kit like a boss. But yes, it's been built to be used – it's a promotional tool after all, so you'll find a sensible diesel under the bonnet, as there's a lot of miles to munch in the line of duty.

Sensible? Alright, perhaps sensible is the wrong word. You see, this isn't the boat-anchor diesel that used to be fitted to Mk1 Golfs



back in period. That 49bhp plodder wouldn't cut the mustard here. No, the HavAir crew have shoehorned in a PD130 turbo diesel from a Mk4 Golf; they've also uprated the intercooler, stuck in some bigger injectors, knocked up a custom 2.5" exhaust system, and had the motor remapped to 193bhp. So it's not a plodder. It's an absolute headcase. All that horsepower in a tiny little vehicle like this, coupled with all of that stump-pulling torque? The damn thing's a riot.

And let's not forget the real work this Golf has to do. As a promotional tool for an air-ride specialist, it's got to have a pretty impressive bag setup, doesn't it? And peering underneath doesn't disappoint, as your gaze is met by bespoke HavAir struts, running Firestone bags and Air Lift 3H management. Lifting the tailgate reveals a glorious install too, showcasing the twin Viair compressors and three-gallon air tanks – along with the part that really ties the build back in to Fast Car's 1987 roots: the audio. See, stereo installs used to be such a big deal on show cars, and while that's still the case for some, you're far less likely these days to find an ostentatious neon-lit boot build crafted from acres of fibreglass. What Geoff and HavAir have done here is to beef up the sounds but install it all very tastefully, to match the artful presentation of the air-ride componentry. We're looking at a full Phoenix Gold setup,



"The HavAir crew have
shoehorned in a PD130 turbo
diesel from a Mk4 Golf"



Fireman slam



Even with a full air and
audio install there's still
room for Geoff's tools



MOMO Dark Fighter wheel



THEN & NOW: GOLF MK1 V GOLF MK7

TECH SPEC: MK1 GOLF

STYLING:

Original fire-service Golf van, Mars Red, Clipper Cabriolet bodykit, de-badged and de-wipered tailgate, early Mk1 taillights

TUNING:

PD130 1.9-litre turbo-diesel (from Mk4 Golf), remapped to 193bhp, uprated intercooler, bigger injectors, custom 2.5in exhaust system

CHASSIS:

7x16" (front) and 8x16" (rear) Autostrada Modena 3-piece wheels, Toyo tyres, bespoke HavAir struts and top-mounts, Firestone bags, 2x Viair 444c black compressors, 2x 3-gallon tanks, Air Lift 3H management, GTI brake system with Mk2 16v servo and Mk1 239mm vented/drilled front discs

INTERIOR:

Flocked dash, Corbeau RS seats with matching interior panels, boot install by HavAir, Phoenix Gold audio including 2x Black amps, 8in sub, 6in mids and tweeters, MOMO Dark Fighter wheel

Three piece Autostras are almost as iconic as the Mk1

packing twin amps, a punchy 8-inch sub (and subwoofer technology has advanced massively over the decades, you get just as much meat from something like this as an old-school fifteen in the nineties), and 6-inch mids and tweeters in the doors. Which is perfect for all those Euro road-trips – Geoff can listen to The Archers or catch up with the Test Match Special in perfect clarity.

The final flourish for this build is the wheels, which are frankly gorgeous. If you saw this van on the show scene last year you'll have found it rolling on Fifteen52 Snowflakes, but the rims it's packing now have a retro supercar vibe, the 3-piece Autostrada Modena's design being lovingly inspired by the Ferrari F40. And since we're talking about Ferrari wheels, it's time to introduce our next model... **FI**



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THEN & NOW: GOLF MK1 V GOLF MK7





MK7 Golf

One of the first things you notice about Jacob Gardiner-Moon's Mk7 Golf R is the wheels – not just the extraordinary diameter of the things (they're twenty inches across, which would have been a madman's dream back in the Mk1 Golf era), but the prancing horses in the centres. They are, in fact, genuine Ferrari FF wheels, and they're just one of a number of supercar touches this raucous Golf enjoys. Amusingly, you can see 8-pot Lamborghini brakes hiding behind the front spokes, the juxtaposition of which serves as a pretty tidy metaphor for the 2018 tuning scene as a whole.

Just like the magazine you're holding in your hands, Jacob

himself has been on quite a modding odyssey over the years. "I previously had a VW Polo 1.2 which I ended up modifying with coilovers, wheels, and I also converted the bumpers to the R Line WRC parts," he explains, "although I'd say it all started when I went in a Jap-imported Toyota MR2. I always wanted to start modifying cars after that experience. Not forgetting the Fast and Furious franchise of course, which influenced me and thousands of others on this journey."

So why a Mk7 Golf R; how did that decision come about? "There's just something about the Golf R," he ponders. "While I had



Fezza rims and Lambo brakes – damn!



Milltek pipeage

my Polo I'd often see these in the dealership so I always aspired to have one. I worked hard and I made it happen! They were rarer to see on the roads back then compared to now, and when I'd saved up the cash I looked on the Volkswagen Approved Used website and found the right car; I wasn't searching for the highest spec as I always wanted the car for the engine and tunability so the options didn't really bother me – I knew that even though I said I wouldn't modify it, I probably would!"

And lo and behold, it came to pass. He modified it. He modified it good. It helped that a family member is in the garage trade, which allowed a certain freedom of spanner-time, and also that Jacob's mate Guy has a 560bhp Golf R, acting like a red rag to the proverbial bull when Jacob first clapped eyes on it. His own R didn't stand a chance. A set of lowering springs were the first toe-dip in the modifying waters, followed by the Lambo 8-pots which were sourced by Guy. It all sort of snowballed from there, as the vast

discs wouldn't fit under the stock Golf R alloys, so going bigger was the only option... and Guy mentioned that he just so happened to have seen a set of Ferrari FF wheels for sale on Instagram. The hoops were duly snaffled, and with great rims comes great responsibility, so Jacob knew he couldn't keep running a set of springs and let the stance take care of itself; he did things properly and got on the blower to Air Lift to sort out a full-on air-ride install with 3H management.

"This was around the time I started working for Car Culture UK – a diverse car community for everyone," says Jacob. "We came up with the idea between me and Guy that we would have a race-spec Golf R and a show Golf R – his and mine – and this way we'd have the best of both worlds to promote the brand. This has so far been successful and both cars get their own love! I've made loads of modifications and I'm still just getting started! Various companies have worked on this car but the most notable would be VRS Performance, MRC Tuning, Car Culture UK, and Richard – our in-house mechanic, as we call him."

It's worth noting that while Jacob's is the show Golf rather than the race-spec one, it's still pretty bloody fast. Even in stock form, the Golf R kicks out 296bhp, which is a recipe for GTI-spanking hilarity, but our fella here has cranked it up a notch or two to 410bhp. This has been achieved by the application of a Scorpion downpipe and Milltek cat-back, Racingline R600 intake, turbo inlet pipe and muffler delete, and a sodding great Wagner intercooler. Combine all of this with the DSG 'box and you'll find him dominating the quarter-mile before most opponents realise the lights have changed.

The body's been subtly muscularised as well. The wheels may steal the show, but cast your gaze a little northwards and you'll find the SRS-Tec wide wings, which add an extra couple of centimetres or so of girth to accommodate all the hugeness within – wide arches are bang on-trend for 2018, as you will have spotted, and this guy's rolling them with total class. He's also fused them with another



Carbon and Alcantara wheel



THEN & NOW: GOLF MK1 V GOLF MK7

*Install is simple,
but effective*



so-hot-right-now addition: carbon fibre. Frickin' loads of it. The rear diffuser, front splitter and side skirts are all carbon items from Xenonz UK, while the mad scientists at RS Carbon have been tapped up for their bumper vent inserts, mirror caps and custom steering wheel. Even the VW badges are carbon fibre. And there's an Oettinger roof spoiler and some smoked taillights too, because some 1980s ideas never go out of style. For all the advancements we've made over the last 400 issues, we're still playing the same game.

And while it may be a show build, this Golf is no tart. "I take the car everywhere, all the time," Jacob assures us. "I've had mixed reviews, as not everyone agrees with putting the Ferrari wheels on a Golf R, but it's been modified to exactly how I wanted it to look." Which, fundamentally, is the point. Modifying is a personal thing and, while there's value in dressing to impress and respect and kudos in winning trophies, you have to build your car for you. You're the one driving it. After all these years, that principle remains the same: your ride, your way. There are countless thousands of Golf modifiers who'd agree with that. 🚗

TECH SPEC: MK7 GOLF

STYLING:

SRS-Tec wide wings, Xenonz UK carbon fibre rear diffuser, Xenonz UK carbon front splitter, Xenonz UK carbon side skirts, Oettinger roof spoiler, smoked taillights, RS Carbon bumper vent inserts, RS Carbon front grille inc. VW badge, RS Carbon mirror caps, Premium DeutschCarbon rear VW badge, full front end PPF and ceramic coating

TUNING:

EA888 2.0-litre turbo, Stage 2 (410bhp), Racingline R600 intake, Racingline turbo inlet pipe, Racingline muffler delete, GFB diverter valve, Scorpion downpipe, Milltek cat-back system with black tips, Wagner Competition intercooler

CHASSIS:

8.5x20in Ferrari FF wheels, 235/35 Michelin Pilot Sport 4 tyres, Air Lift Performance suspension with 3H management, Lamborghini 8-pot front calipers with Audi RS4 365mm wavy discs, RS4 324mm rear discs

INTERIOR:

RS Carbon custom steering wheel trimmed in black Alcantara

THANKS:

"Thank you to Richard, our in-house mechanic! VRS Performance, MRC, Car Culture UK (IG: @car_culture_uk) and my friends and family for helping with the build. I owe you all favours. Last but not least I'd like to thank Fast Car magazine for giving me this opportunity to showcase my creation! Please follow me on Instagram @jacob7r to stay tuned..."



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THEN & NOW: R32 GT-R V R35 GT-R

Words Sir Sam of Preston Photography Dan Pullen



Creating a monster

Just how have GT-R-badged Nissans remained at the very top of the tuning pile for all these years? We took two of the very finest examples from over the car's many generations to try to find out...



‘G’ ‘T’ and ‘R’: three letters that’ve had more of an impact on the modified car world over the past 30 years than perhaps any other. Symbolising a new dawn of ceiling-raising, supercar-worrying and computer-packed Nissan Skylines, the GT-R moniker alone is enough to bring those in the know out in a cold sweat, while comfortably flying under the radar for everyone else.

The badge was actually first seen as early as the late ‘60s, adorning the now-super-rare Hakosuka- and Kenmeri-shaped Skylines that are almost extinct species in the UK today. But it was when the name was re-introduced, in 1989, that the world really stood back and took note of the GT-R; the string of world-beating machinery that’s emerged since swiftly developing a rather formidable name for itself on both road and track that it

still effortlessly manages to hold to this very day.

Of course, we’re talking about the R32, R33, R34 and R35-shaped models; a quartet of brutal super-coupés that over their three-decade lifespan have won countless races, featured in multiple Hollywood films and proven themselves as some of the most tuneable road cars on the entire planet. Much has changed through the generations, but that core DNA of a screaming, twin-turbocharged six-cylinder engine with 4WD and more computers than NASA to keep you pointing in the right direction, have always remained a firm constant.

To celebrate just how much Nissan’s GT-R – fondly named Godzilla – has managed to achieve over the years, we’ve put two of the very finest examples in the country together, one old, one new, to highlight that although plenty has changed over the years, this car’s infamous ability to be modified through the eyeballs has never waned...



THEN & NOW: R32 GT-R V R35 GT-R



R32 GT-R

Looking back through owner, Dan's, car history, it's clear that practically his entire life has been leading up to the stage he's finally reached now: being able to own his very own R32 Skyline GT-R.

"I've had a couple of Silvias, an Evo VIII and even an R34-shaped GTT," our Leicestershire-based construction manager here reveals. "I could never get over my soft spot for the R32 though..." A passion he developed early on in life, it was around 18-months ago that Dan was finally in a position to realise one of his longest-lived dreams when he snapped up this purple show-and-go stunner right here.

"I actually began by looking at Supras," Dan admits; the Skyline's infamous twin-turbo rival briefly distracting him. "But I soon reminded myself just how much I've always wanted a Skyline GT-R, and set about looking for the very best example I possibly could." They say it can sometimes be disappointing to eventually meet one of your heroes, and Dan was adamant for this not to be the case by looking for an example that had plenty more to shout about in terms of both performance and styling, than when it left the factory.

After much trawling through the small ads, he eventually clapped eyes on this particular car. Already boasting the majority of its impressive modifications, and in a suitably pristine condition to match his OCD-levels of attention-to-detail, it didn't take much persuasion for him to bite the bullet and finally dive head-first into GT-R ownership.

There are arguably two very common paths to go down when tuning GT-Rs – engine tweaking to obtain monster power, and visual upgrades to create a show-stopping ride. The fact that both of these aspects had already clearly been considered help make Dan's latest acquisition the perfect illustration of just how much can be achieved from this celebrated platform.

Let's start under the bonnet because, quite frankly, it'd be rude not to. Staring back at you is one of the most infamous internal combustion engines of the 20th century – the twin-turbo RB26DETT unit that is the main star in many a supercar-shaming YouTube video. Here, it's not only the custom coloured casings and silicone



hoses that add to the excitement, but plenty of serious performance upgrades that help the car kick out a not-so-shabby 586bhp. To the wheels.

First off, the block itself has been fully forged and bored to cope with as much power as you can throw at it along the way. Think H-beam con rods and CP/Wiseco pistons and you'll get the idea of how seriously this task has been carried out. Then there's some lairy cams in the strengthened head, before two fairly reserved HKS turbochargers have been added into the mix. The fact that this would be seen as a relatively 'mild' string of upgrades for this particular engine in the tuning world should tell you all you need to know about this legendary lump.

"It performs great; the acceleration is savage and very exciting!" Dan reveals, the car clearly living up to all preconceptions he might've had. Power is transferred through a fairly standard five-speed 'box, aside from a sturdier clutch, further illustrating the outright strength of this car's drivetrain. Controlled effortlessly through that trick computer-assisted four-wheel-drive chassis, things have been enhanced here with the likes of some TEIN coilovers, Garage D arms and a bigger Brembo brake upgrade from the car's younger sibling, the R33.

Clearly one of the most rapid things he could've bought for the money, then, but that really was only half of the picture. Already



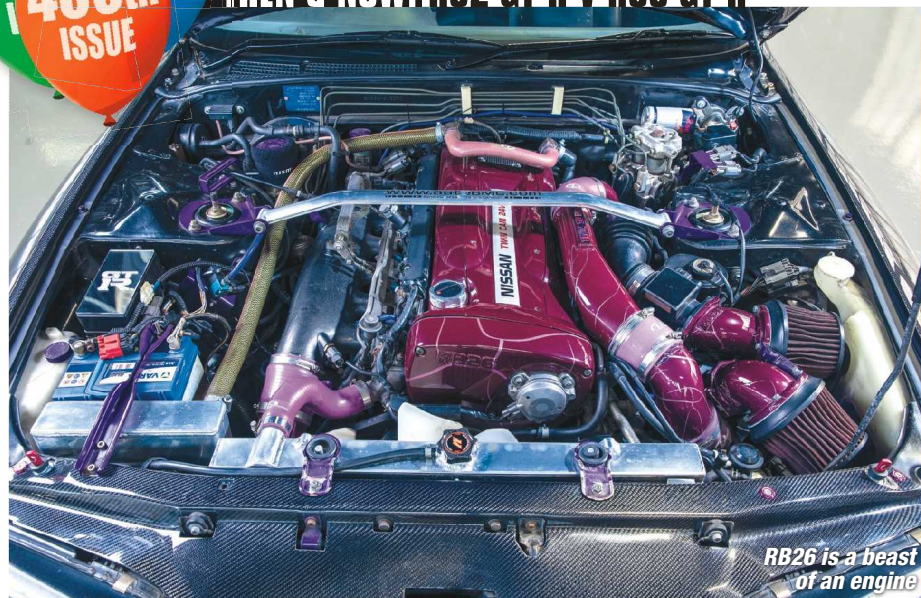
A true '90s icon



One very sweet R32 GT-R



Touch my velvety-soft rim



RB26 is a beast of an engine

rocking that recently-performed blue/purple re-spray that really shows off those revered boxy lines, as well as a genuine JDM Do-Luck body kit to further enhance the exterior aesthetics, Dan's spent the last year or so picking up where the previous owner left off in terms of making his car look as epic as it now performs.

A great place to start was a set of fresh and heavily-concaved 7Twenty rims to really fill out the car's signature arches. Set off in a contrasting bronze and shod in some Westlake tyres complete with the all-important tyre wall stickers, there's no denying the squat, functional stance that's been left as a result.

"I also added a lot of carbon fibre, including the front wings which are one of the only examples in the country," Dan adds, the parts custom-made after he mistakenly purchased some GTS-t-shaped units that didn't quite fit the bill. There's also the vented Z-Tune-style bonnet and small touches like the gurney flap on the rear spoiler, that finish the job off perfectly.

The fact it's still able to cut it with the new kids almost three decades on, is a real testament to the ongoing impact the R32 Skyline GT-R has had on the car world. It also helps to explain why prices of these cherished models have only skyrocketed in recent years, too! 📈

TECH SPEC: R32 GT-R

STYLING

Custom re-spray in blue/purple hue; full Do-Luck body kit (comprising front bumper, side skirts and rear bumper); Z-Tune-style vented carbon fibre bonnet with aero latches; carbon fibre rear wing gurney extension; custom carbon fibre front wings; rolled arches; rear tinted windows

TUNING

2.6-litre RB26DETT twin-turbocharged six-cylinder engine; forged block (comprising 87mm overbore, forged H-beam con rods, CP/Wiseco forged pistons and ACL big end/main bearings); ported/honed/refaced cylinder head (comprising HKS 264-degree camshafts and 1.3mm steel head gasket); twin HKS turbochargers; HKS turbo elbow; APEXi induction kit; Trust front-mount intercooler; HKS Silent Hi-Power exhaust system; NISMO N1 oil pump; oil catch can; HKS timing belt; colour-coded silicone hoses; custom painted engine casings; Link G4 ECU

TRANSMISSION

Stock five-speed gearbox and differential; HKS twin-plate clutch

CHASSIS

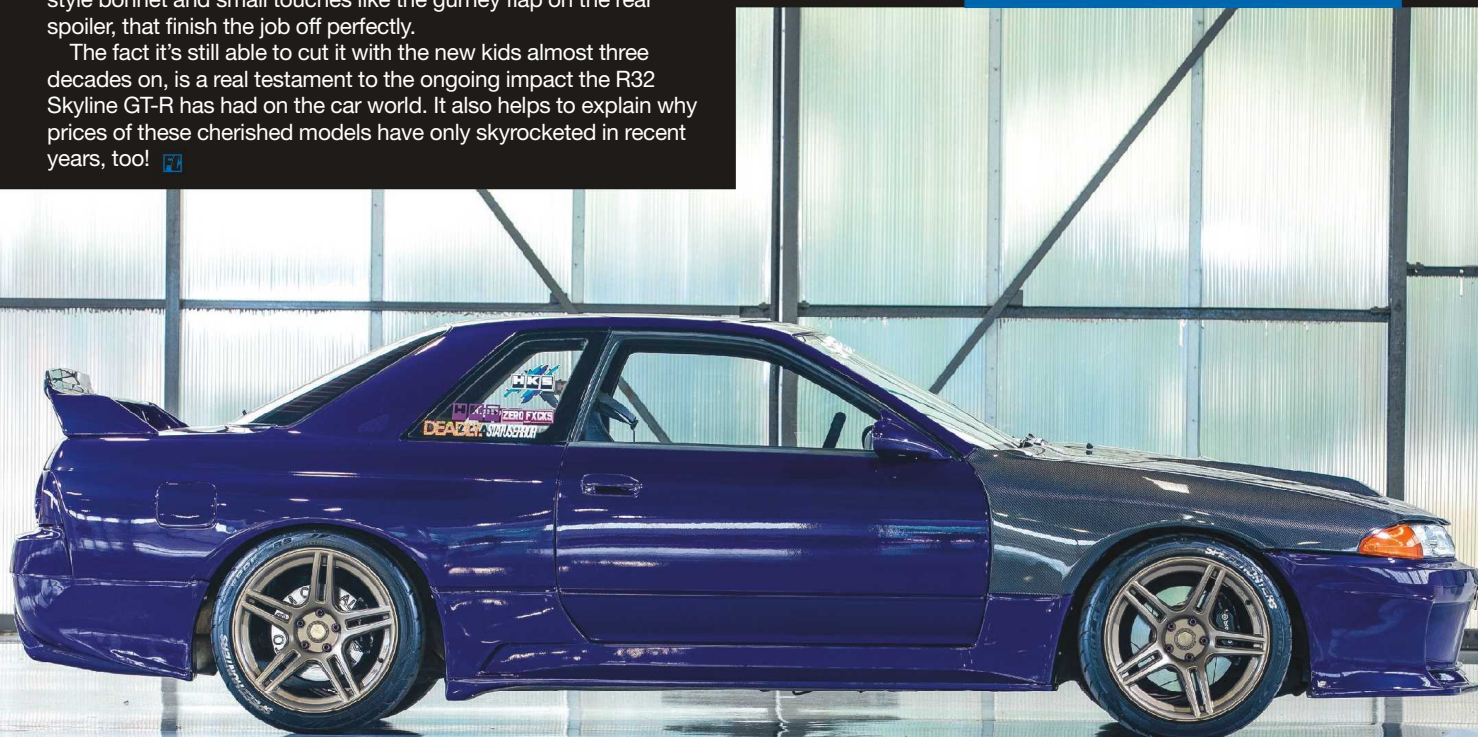
10.5x18in 7Twenty Style46 alloy wheels; 265/35x18 Westlake Sport RS tyres; TEIN Super Street coilovers; Garage D upper and lower arms; R33 Skyline GT-R Brembo brake conversion (comprising four-pot front calipers and twin-pot rear calipers); grooved discs and EBC Yellowstuff pads (all-round)

INTERIOR

Leather seat re-trim (with embossed GT-R logo and colour-coded stitching); KODE suede steering wheel; Outlaw-style gear knob; MP3 headunit

THANKS

Thanks to JM-Imports and EP Racing for supplying parts; Germaine at GS Automobile and last but not least, my missus for putting up with my addiction!





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THEN & NOW: R32 GT-R V R35 GT-R



R35 GT-R

Such was the success of the R32-platform GT-R that very little of the winning formula changed when it came to the car's two equally-as-celebrated succeeding generations: the R33 and the R34. You need to fast-forward a whopping 20 years after the R32 was initially unveiled, in fact, to witness the next big changes in the Skyline's history.

Of course, we're talking about the R35 GT-R – a car which shook up the recipe to such an extent that it officially dropped the 'Skyline' name altogether, while retaining several iconic features of the car, such as those twin-circular rear lights and a savagely tuneable turbocharged engine that confirmed the GT-R wasn't softening up one bit in its old age.

With its trail-blazing tech such as that dual-clutch transmission, launch control and cutting-edge infotainment system taken directly from the Gran Turismo computer game franchise, the R35 was a fitting way to bring the GT-R badge all-guns-blazing into the 21st century. We've tracked down one of the most extremely modified

examples the country has to offer right now, to see how both the car and tuning styles have changed in the 30-years leading up to this point.

Say hello, then, to The Performance Company's rather savage example of this super-coupé that, like Dan's car, combines effortless power with a beautifully sculpted body in a way only the GT-R could possibly manage.

You might've seen this Northants-based performance parts distributor mentioned on these very pages before; the firm providing a crucial link to suppliers across the country and representing some of the biggest tuning brands on the planet. But they're arguably known for distributing one very bang-on-trend Japanese brand in particular...

"We're the exclusive European dealer for Liberty Walk body kits," company director, James Pearman reveals. "You might already be familiar with our previous kitted-out projects such as the MINI and supercharged Mustang." Single-handedly helping to make these



“...the car's massive power is matched by its impressive computer-assisted traction”



painfully cool JDM wide-arch kits more available across the continent, The Performance Company recently thought it was time to up their game a notch when it came to demo cars...

Soon deciding that applying the Liberty Walk treatment to an R35 GT-R would guarantee the company optimum exposure, James soon set about looking for a decent base car to get the project started with. But a bog-standard example just wasn't going to cut it here... "We sourced the car from Litchfield," James continues, heading straight to the Gloucestershire-based experts that're known as one of the finest GT-R tuners in the land. "They showed us this tuned car they had in stock that they'd tuned for an old customer." Needless to say, then, it was far from standard.

Sporting the company's 'Stage 4.5' upgrade kit, the car boasts a whopping 700bhp on pump fuel, thanks to a string of premium upgrades performed in-house by the team. It all revolves around a set of Litchfield's own turbochargers that offer up much more boost, teamed with improved wastegate actuators from Garrett. There's



also a re-worked fuelling system featuring two beefy pumps and monstrous 1100cc injectors, while breathing aids come in the form of a Litchfield large-bore intake kit and sumptuous Milltek exhaust system. Tied into an ECU refresh that boasts RACEROM switchable maps and Ecutek-coded boost control, it's little wonder the car is so effortlessly kicking out such stratospheric numbers now.

"Performance is excellent," James modestly says, explaining how the car's massive power is matched by its impressive computer-assisted traction to offer up unrivalled levels of acceleration. But of course, this wasn't the only reason he'd snapped up a GT-R. Soon back at The Performance Company's HQ, it promptly went under the scalpel to receive the latest 'Type II' wide-arch body kit from Liberty Walk's 'LB Works' line – sporting those signature riveted-on arches, as well as new bumpers, diffusers, that huge rear wing and heavily vented bonnet – completely transforming the car's entire aesthetic in one fell swoop.





Imagine seeing this looming
in your rear view mirror...



AirREX controller



THEN & NOW: R32 GT-R V R35 GT-R

TECH SPEC: R35 GT-R

STYLING

Liberty Walk 'LB Works Type II' full wide-body kit (comprising wide arches, front bumper, front canards, side skirts, rear diffuser, Type III rear wing and vented bonnet), full re-spray in Audi Nardo Grey; tinted headlights, LB & TPC graphics

TUNING

3.8-litre VR38DETT twin-turbocharged V6 engine; Litchfield 'Stage 4.5' tune, comprising of large-bore air intake, 4.5 turbos on factory manifolds, Garrett wastegate actuators, Milltek cast stainless steel downpipes, Milltek stainless steel 76mm Y-pipe, Milltek stainless steel 76mm exhaust system, twin high-flow fuel pumps, 1100cc Bosch fuel injectors, custom Ecutek boost increase and RACEROM switchable maps for different fuel octanes

TRANSMISSION

Factory six-speed dual-clutch semi-automatic gearbox

CHASSIS

11x20in (front) and 12x20in (rear) 3SDM 3.48 three-piece split rims with black barrels and gold faces; 285/35x20 (front) and 315/30x20 (rear) Toyo Proxes R888R semi-slick tyres; AirREX bolt-on air suspension struts with AirREX pressure-based management system; Ultra Racing under-body bracing; factory Brembo brake calipers; EBC two-piece discs; EBC BlueStuff pads; Goodridge braided lines


INTERIOR

Factory leather interior

THANKS

Dave & Tim at Colourkraft for the paint; Sarah at Toyo Tyres UK; Kyle at 3SDM; EBC Brakes; Toshi-san and Kato-San at Liberty Walk; Iain and Neil at Litchfield; Tommy and Dale at Meguiar's and finally Dizzy at AirREX

But a wide-arched car would never be complete without a significant body drop, with The Performance Company soon utilising the help of one of its other loyal clients – AirREX – to offer up a trick adjustable air suspension system that would allow the car to be dumped to the floor in a moment's notice. It's topped off with a set of 3SDM's latest line of premium split rims (that are a ridiculously girthy 12-inches wide on the rear): some of the only hoops in the country that are capable of filling up the car's new-found dimensions.

Looking nothing short of a fighter jet with its military-esque Audi Nardo Grey paint job, James' R35 shows us the bleeding edge of what can be done to a GT-R in this day and age. It might make Dan's R32 look dated when put side-by-side, but the reserved lines of his R32 retain that beautifully timeless appearance that'll forever be embedded into the hearts of many petrolheads as being pretty close to absolute perfection. The only question left to ask is: how will the R36-shaped car continue to push the GT-R bloodline ever forward...? 

Even the fronts are 11x20in! Damn!





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Cast your mind back to the modifying scene of the late-1980s and the go-go nineties. Was it all TSW Venoms, asymmetric Delta bodykits and badly smoothed tailgates with number plates cable-tied back on to please the rozzers? It's easy to be cynical, but the bare bones of what we used to do in those days were pretty similar to what we're up to today. Sure, back then it was all about outrageous bodykits, big rims, neon lights, and massive audio installs... but doesn't that sound familiar? Yep, the more things change, the more they stay the same. Of course, there are some things that were massively popular which have since totally gone out of fashion – everyone used to rock Lexus lights, headlights swaps from random different cars were popular, every other Saxo had four 6-inch exhausts... but a lot of the things that went out of fashion have come back around. Three-spoke wheels, big aluminium spoilers, wide-arch kits – the difference is that people are focusing more on quality. It's all in the details, from your obsessively smoothed engine bay to your impeccably retrimmed interior, and there's a lot more awareness of rare parts; if you spend a year tracking down an obscure OEM+ spoiler that was only available in Austria for six months in 1994, the chances are that people will recognise it when you roll into a show. The internet has broadened everyone's horizons, and it's also inspired a one-upmanship that keeps so many builds truly world-class. The days of building something over the winter and debuting it at a springtime show are largely over, as people are documenting their builds on Instagram, everyone's open and aware, and it's all about being the person who's using the most original ideas to win the most peer approval.

With all that being said, some things really don't change. At the heart of the tuning scene, now as it was then, we all want to run a car that goes fast, looks cool, and makes rowdy noises. The technology's moved on, and the bar of quality gets raised time and time again, but we're fundamentally still doing what we've always done. Long may it continue.

Here we've picked out *the* cars from the good old days, and paired them with their spiritual successors – and as you can see, we've got it pretty good these days too!

THEN & NOW



THEN: FORD SIERRA SAPPHIRE RS COSWORTH

Back when Fast Car was all shiny and new, there was a revolution happening on the streets of Essex. While the three-door Sierra RS Cosworth had been around for a while, relentlessly winning races, being used in police chases and endlessly getting stolen, the Sapphire RS Cosworth of 1988 is the model that helped the Cossie mature and evolve. It provided a handy outlet for all the YB motors that Ford had stockpiled, and packed it in a well-appointed saloon car that looked kinda sensible. Of course, pretty much every buyer decided to capitalise on the potential and wind the boost up – whether you prefer the earlier 2WD or the later 4x4, the Saff was an everyday hooligan with kudos in spades. It's still a hero today, although unsurprisingly the values are getting pretty spicy...

Performance: 217bhp, 0-62mph – 5.8s

Top mods: Turbo Technics hybrid turbo, 200-block, green injectors, 3-bar map sensor, Mongoose exhaust, massive dump valve, Konis, Compomotive rims

Price then: £19,500 (in 1988; equivalent 2018 price adjusted for inflation: £49,710)

Price now: £17,000+



NOW: FORD FOCUS RS (MK3)

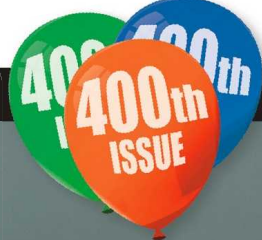
The spiritual successor to the Sapphire Cosworth is the Mk3 Focus RS. This is an absolute animal of a car by any measure; the Mk1 Focus RS was a beautifully-specced Rallye Sport car, the Mk2 brought huge power into the mainstream, and the Mk3 took hot hatches into the realm of the supercar. Not only does it feature a drift mode (yep, it's four-wheel-drive, so it's hand-in-hand with the later Cossies), but it's got 350bhp right out of the box, which is insane in a practical hatchback that's happy to pootle to the shops with grandma in the back. Naturally the aftermarket's all over it and, just like the Sapphire, the Focus RS offers blue-collar buyers a window into crazy performance.

Performance: 350bhp, 0-62mph – 4.5s

Top mods: Mountune forged internals, Quaife ATB LSD, KW coilovers, AP Racing big brakes, Maxton Design splitters, KMS Motorsport Tornado exhaust

Price: £31,385





400TH ISSUE SPECIAL: THEN AND NOW



NOW: NISSAN GT-R (R35)

It's hard to believe that the R35 GT-R has been with us since 2007, as it still feels like it's beamed in from the future. This was a car seemingly designed specifically to annoy Porsche 911 owners, owing to the fact that it was both significantly faster and remarkably cheaper. And the R35 has become an absolute legend on the modern tuning scene – specialists such as Litchfield routinely squeeze over 1,000bhp from these insanely strong engines, and that's not the kind of hysterical figure that you'll only see once before the whole thing goes pop. These engines will make huge power all day long and stay reliable. And as for the rest of the car – it's an absurdly agile chassis, capable of seemingly anything, and the looks are brutal. The Skyline started this chain reaction back in the nineties with its massive tuning potential, and its spirit is alive in the R35 GT-R today.

Performance: 562bhp, 0-62mph – 2.7s

Top mods: Forge intake, Litchfield tune, 1100cc injectors, Alcon brakes, BenSopra side-exit exhausts, Knight Racer carbon body panels

Price: £82,525

THEN: NISSAN SKYLINE GT-R (R32)

Few cars have terrified the world quite like the R32 GT-R – a machine fully deserving of its Godzilla nickname. This is perhaps one of the few cars ever sold whereby the manufacturers lied about its performance by pretending it was less powerful than it actually was, rather than more. Thanks to Japan's gentlemen's agreement on horsepower, Nissan pretended the GT-R had 276bhp, but it was actually more like 320bhp, and in its fledgling years this shouty icon won pretty much every race it entered. It was so successful, quite a few race series banned it. JDM tuning wasn't the big deal that it is today in Britain back in the early 1990s, and it took the UK scene a while to catch on to the R32. (Not least because they were remarkably expensive to import and tune.) But its success ballooned over the years and nowadays the R32 GT-R is seen as a bona fide, solid-gold legend.

Performance: 320bhp, 0-62mph – 4.9s

Top mods: AP Racing brakes, GReddy intercooler, A'PEXi induction, single turbo conversion, Blitz exhaust, Desmond Regamaster wheels

Price then: £49,825* (in 1997; equivalent 2018 price adjusted for inflation: £86,209)

*price for later R33, as R32 wasn't officially sold in UK

Price now: £18,000+



THEN: VOLKSWAGEN GOLF VR6 (MK3)

The Mk3 Golf is in a real sweet spot right now. In period, when the GTI arrived, the hardcore purists who were in love with the Mk1 and Mk2 GTIs derided it as lardy and uninvolved, and it suffered from that reputation for years; nowadays the market for Mk3 Golfs is pretty buoyant as there aren't too many left. Of course, there was a real boon back in the nineties when the VR6 arrived – this gave the Mk3 the vivid performance it deserved, and boy-racers across the UK welcomed this fireball VW with open arms. The idea of shoving a six-cylinder engine into a hot hatch seemed absurdly decadent... and you know what? It still does today.

Performance: 172bhp, 0-62mph – 7.6s

Top mods: Schrick intake manifold, Piper cams, Supersprint exhaust, T4 turbo conversion, Konis, smoothed tailgate

Price then: £17,971 (in 1992; equivalent 2018 price adjusted for inflation: £35,357)

Price now: £4,000+



NOW: VOLKSWAGEN GOLF R (MK7)

Much like in the 1990s, today VW are offering a big-power halo Golf above the GTI level, and it's an absolute monster. The Golf R, however, does not have a six-cylinder motor... the old VR6's spiritual successor was the R32, which ran for a couple of generations, but the new-wave Golf R rocks a 2.0-litre turbo. Don't go thinking the downsizing has compromised on performance though – that EA888 motor offers 296bhp; it may be the GTI engine at heart, but it's got a modified cylinder head, valves, pistons, bigger turbo and intercooler... the Golf R may cost 20% more than a GTI, but it's 20% more car, just like the Mk3 VR6 was.

Performance: 296bhp, 0-62mph – 4.6s

Top mods: Scorpion exhaust, Air Lift suspension, Rotiform wheels, Injen intake, Forge FMIC

Price: £32,880

THEN: PEUGEOT 205 GTI 1.9

It's amazing that 205 GTIs are commanding such silly money these days, as back in the 1980s and '90s these things were everywhere – proper affordable pocket-rocket lunacy. We've had quite a few of them ourselves over the years. OK, 130bhp may not sound a huge amount in a modern context, but you have to remember that the 205 weighed about as much as a packet of fags and a pint of mild. It also had a magical chassis that liked to cock a rear wheel through the corners, a lovely little gearbox, and – most importantly of all – red carpets. Because it was the eighties, and stuff needed to be red back then. Back when Fast Car was starting out, everyone had these, it was the benchmark that all modded hot hatches were built to. Oh, and don't be put off by all the low-mileage concours GTIs that are going through the auction houses for £40k+ these days – it is still just about possible to buy a decent runner for around £5k. If you're quick.

Performance: 130bhp, 0-62mph – 7.6s

Top mods: Mi16 conversion, Peter Lloyd exhaust, Bilstein adjustables, 306 GTI-6 brakes, rollcage, Cobra buckets

Price then: £9,495 (in 1987; equivalent 2018 price adjusted for inflation: £25,391)

Price now: £5,000+



NOW: PEUGEOT 208 GTI

Peugeot used to rule the hot hatch roost, but that's not really been true in recent years. The 206 GTI was a bit wishy-washy when it came out (although the firm responded to criticisms and re-released it with quite a lot more power as the GTI 180, which helped a bit), and the 207 GTI was downright disappointing. But thankfully the 208 GTI has done a lot to rekindle the magic of the 1980s classic – sure, it could never replicate the super-lightweight thrills of the 205, as modern cars have to have airbags and crumple-zones and stuff, but it's a perky little thing with great handling and a well-judged amount of performance. Early used ones have dipped well below £10k now and the tuning potential is huge. If you had a 205 GTI back in the day, and now you've grown up and raised a family and don't fancy ferrying your nippers about in something that would immediately dissolve in an accident, the 208 is the modern equivalent. It's got a turbo and an LSD too. The 205 didn't have that.

Performance: 197bhp, 0-62mph – 6.5s

Top mods: Forge BOV and recirc valve, Scorpion exhaust, Airtec intercooler, BC Racing coilovers, T16 bodykit

Price: £19,334



THEN: MAZDA MX-5 (NA)

The buzz around the MX-5 has been strong since day one. When this eager little drop-top appeared in the late-eighties, it showed Europeans in one fell swoop how making a sporting roadster was done properly. What the Japanese design team did was to take every element of the classic British MGs and Triumphs and whatnot and make them actually work – so here was an affordable two-seater ragtop that'd be reliable and fun. What it also offered was hilarious tail-out mischief, possibly the best gearbox ever made, and endless tuning potential; although NA MX-5s were all nat-asp, the engine was specifically designed to be turbocharged. BBR Turbo conversions abounded and, while the UK tuning scene was initially a little cynical about what it unfairly reckoned was 'a hairdresser's car', the early MX-5 has become a dream machine.

Performance: 130bhp, 0-62mph – 7.7s

Top mods: BBR Turbo, K&N induction, hardtop, chrome rollbars, sleepy-eye mod, Gaz coilovers, WORK wheels

Price then: £14,249 (in 1990; equivalent 2018 price adjusted for inflation: £30,789)

Price now: £1,000+

NOW: MAZDA MX-5 (ND)

The new MX-5 is a true successor to the 1989 original. It's also a car that makes us feel really confused, because we actually like the less powerful version more, which is weird because more power should be better in all circumstances, right? But the new MX-5 is available as a 1.5 and a 2.0 – both are great, but with the 2.0 you're on the brakes reining it in all the time, whereas with the 1.5 you can keep the throttle constantly pinned. They're both hilarious though, and while there are still people who call it a hairdresser's car (these people are berks), the MX-5 is just as popular as it ever was.

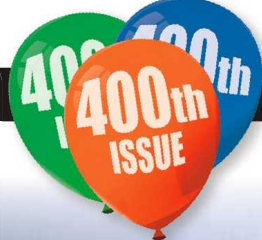
...well, popular with buyers in general, that is. On the tuning scene? Not so much. Yes, people are modding NDs, but not the extent that they were with the NA. That'll probably change in a few years when the used prices start dropping! And the BBR turbo conversions are still popular, that's worth bearing in mind.

Performance: 129bhp/157bhp, 0-62mph – 8.0s/7.1s

Top mods: BBR Turbo, Wilwood brakes, Status bucket seats, Tein coilovers, Rocket Bunny widebody

Price: £18,795





400TH ISSUE SPECIAL: THEN AND NOW



THEN: HONDA CIVIC VTI (EG)

When the notion of Japanese tuning started to break through into the mainstream in the UK, the EG Civic VTI was right there to show everyone how it was done. The EG was designed with a keen focus on the use of lightweight materials in order to improve fuel efficiency, which naturally for the likes of us paid dividends with the power-to-weight ratio when it came to tuning... There was no Type R for the EG generation (that would come later, with the EK9), so the VTI was the one to have – it had a 160bhp VTEC which was smart enough to teach the Euro enthusiasts a thing or two about how to build an engine, and it wasn't long before Britain's streets were filling up with hot EGs ready to blow away Fords and Vauxhalls at the traffic lights. Those raspy, revvy B16 engines are very sought after today!

Performance: 160bhp, 0-62mph – 7.9s

Top mods: B18 Type R engine swap, throttle bodies, unsilenced exhaust, coilovers, camber arms, stripped interior, rollcage

Price then: £14,495 (in 1991; equivalent 2018 price adjusted for inflation: £29,584)

Price now: £2,500+

NOW: HONDA CIVIC TYPE R (FK8)

It's astonishing how far the hot hatch game has moved on since Fast Car was wearing short trousers and writing '5318008' on its school calculator. We've already mentioned the Focus RS and Golf R – 300bhp isn't a mad figure to bandy about as factory-stock these days, whereas in 1987 that number would have won you some sort of medal. And the new Type R Civic is emblematic of just how far we've come – this is a car that you can drive at 170mph on the autobahn, then pootle into town for lunch, then spend the afternoon ragging it around a racetrack, before trundling home in total comfort. Trust us, we've done just that in an FK8. And we want one. Yes, it's a bit ugly, but people said that about the Ford Sierra when it was new and look what happened to that.

Performance: 316bhp, 0-62mph – 5.7s

Top mods: Eventuri intake, aFe suspension package, Armytrix exhaust, Eibach springs, Dream Automotive remap

Price: £30,995



THEN: FORD FIESTA RS1800 (MK3)

The word 'turbo' was a really big deal back then. Whereas nowadays pretty much everything's turbocharged for the sake of efficiency, it used to be a real statement to have a turbo. The Escort RS Turbo, Renault 5 GT Turbo, Fiat Uno Turbo, MG Metro Turbo, these were cars owned by people who loved to turn the boost up, melt the engine, rebuild it and start all over again. The values of these cars have gone insane these days, because they're what everyone grew up wanting, and now there aren't many left.

The Fiesta we've chosen here, however, isn't the RS Turbo. It's the RS1800, which is the car the Fiesta RST always should have been. It was never as popular because it didn't have that iconic turbo badge, but it was just as powerful thanks to its 1800 Zetec (a far more modern motor than the old boosted CVH) and, with its quad-spotlights and RS2000-alike wheels, it looked properly cool. The RS Turbo kids may have had their shouty dump valves, but the RS1800 drivers always knew their hot hatch would get them home again.

Performance: 130bhp, 0-62mph – 8.3s

Top mods: RS 3-spokes, Kent cams, Jenvey throttle bodies, Mongoose exhaust, Escort Cosworth Hex Recaros

Price then: £12,712 (in 1992; equivalent 2018 price adjusted for inflation: £25,010)

Price now: £7,000+



NOW: FORD FIESTA ST (MK8)

Hot Fiestas have always been popular, for two key reasons: one, they're quite affordable, and two, they're always really good. Going way back to the original Mk1 SuperSport, the idea of shoving more power into a Fiesta has always been a strong one, with the XR2, XR2i, RS Turbo, RS1800, and various generations of ST each being massive sellers. The Mk7 Fiesta ST won pretty much every award going for being a generally brilliant hot hatch, and now that the boxfresh Mk8 ST is with us, the merry-go-round starts anew. It's telling that tuning companies like SCC and Scorpion took delivery of new Mk8 STs as soon as they became available – they know they'll be tunable as hell, and the aftermarket parts will be big business!

Performance: 197bhp, 0-62mph – 6.5s

Top mods: Scorpion exhaust, Mountune remap, KW coilovers, Fifteen52 Tarmac wheels

Price: £18,995



THEN: VAUXHALL NOVA

There must have been some government mandate or official directive in the nineties stating a minimum percentage of 17-year-olds who had to have a Nova as their first car. It may be the rose-tints talking, but we're pretty sure it must have been about 90%! Vauxhall knew their audience too – while everyone started out in crummy 1.0-litre base models, there were loads of sport models to aspire to – the 1.3 SR and later 1.4 SR, the lightweight homologation-special Sport, the bruising GTE and subsequent GSi... The GTE was a real icon of the scene (the GSi was essentially the same, but the 1991 facelift made it a bit heavier), with its fuel-injected 1.6 and quattro-esque box arches. The Nova was a poster-boy for the newspapers' anti-cruise crusade, which is basically what makes it a hero.

Performance: 100bhp, 0-62mph – 9.1s

Top mods: Peco Big Bore 4, 18in OZ Superturismos, smoothed tailgate, clear lights, sticker with some sort of Nova-based pun ('Novadose', 'You've just been Novataken' etc)

Price then: £8,185 (in 1988; equivalent 2018 price adjusted for inflation: £20,865)

Price now: £7,500+



NOW: VAUXHALL CORSA VXR

While the Nova was the go-to hot hatch for modders back then, the Corsa VXR doesn't quite enjoy the same enthusiasm today, with sales lagging way behind the rival Fiesta ST. It still has a fervently enthusiastic following among its acolytes though, and the spec is nothing to be sniffed at: the turbocharged 1.6 offers 204bhp and, with the optional performance pack, you get a Drexler LSD and Brembo brakes to go with the standard-fit Recaro seats, Koni dampers and Remus exhaust. It's like Vauxhall have already modified it for you in the nineties style and then slapped a warranty on it!

Performance: 204bhp, 0-62mph – 6.8s

Top mods: AP Racing BBK, Quaife ATB LSD, Dbilas manifold, Astra VXR K04 turbo, Forge FMIC

Price: £18,190



THEN: RENAULT 5 GT TURBO

We're loath to bring it up as it was featured in *that* other mag, but Jamie Shaw's Renault 5 GT Turbo was one of the most important cars on the old-school hot hatch tuning scene, it really pushed the envelope for what was possible. Which was good, because while the model was always popular, people were also quite suspicious of the GT Turbo. Why? They thought they were fragile, but that wasn't the car's fault – it was the fault of the owners who routinely turned up the boost and grenaded the engine on the dragstrip (or the seafront). It was a properly cool little car though; like the 205 GTI it was super-lightweight with a poised and willing chassis, and of course it had the benefit of forced induction. In the eighties and nineties, a turbo made you instantly more shaggable, that was just a fact.

Performance: 115bhp, 0-62mph – 7.1s

Top mods: 4-inch exhaust, Ronal Turbo wheels, Konis, rollcage

Price then: £7,420 (in 1986; equivalent 2018 price adjusted for inflation: £20,670)

Price now: £5,000+



NOW: RENAULTSPORT CLIO RS TROPHY

Sporty Clio variants have been consistently revered since the original 16v, although Renault did rather shoot themselves in the foot a few years back when they stopped offering the Clio RS with a manual gearbox. People quite like manual gearboxes and, while VW's DSG was becoming very popular and all the sports car manufacturers were showing off their flappy paddles, people didn't really want that kind of thing in a Clio. Nevertheless, if you can make your peace with having a pedal missing, the Renaultsport Clio RS Trophy is a mighty machine. 183bhp/tonne, launch control, stiff dampers, quick steering, shouty exhaust – it's the hooligan you want it to be. Particularly in Liquid Yellow.

Performance: 217bhp, 0-62mph – 6.6s

Top mods: Akrapovic exhaust, Cup spoiler, Superchips remap, H&P coilovers, Tarox BBK

Price: £22,425





www.sealey.co.uk



2018 VEHICLE SERVICE

Promotion valid until 31st December 2018

1000W Induction Heater

NEW



- Install appropriate coil and place over or around ferrous metal.
- Ideal for loosening stubborn and seized fixings.
- Supplied with induction pad for plastic trim/sticker removal.
- **Model No. VS240**
- List Price £499.95

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0-30V Power Scope Automotive Probe



- Featuring a huge range of functions for effective automotive diagnostics, making short circuits and bad earths easy to find.
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- **Model No. PP100**
- List Price £176.95



£129.95 EXC. VAT
£155.94 INC. VAT

EOBD Code Reader Live Data



- CAN enabled tool, retrieves generic P0, P2, P3 and U10 codes for engine emissions and also picks up manufacturer specific P1, P3 and U1 codes.
- Unit then turns off MIL light, clears codes and resets monitors.
- Supports new extended sensor list (SAE J1979 2007).
- **Model No. VS8812**
- List Price £59.95

£44.95 EXC. VAT
£53.94 INC. VAT



CVJ Boot Tool - Air



- Innovative tool saves time, money and frustration.
- Installs CVJ boots without removing drive shafts from the vehicle or the CV joint from the drive shaft.
- **Model No. BSL103**
- List Price £145.95

£109.95 EXC. VAT
£131.94 INC. VAT

3ltr Transmission Oil Filling System

- Supplied with five multipurpose and three vehicle specific automatic transmission fluid adaptors.
- Features a fluid control and depressurising valve.

- **Model No. VS70095**
- List Price £139.95

£99.95 EXC. VAT
£119.94 INC. VAT



4pc 3/8" Sq Drive Spark Plug Socket Set Magnetic



- Sockets: 14, 16, 21mm, 16mm Thin-wall.
- Includes thin-walled 16mm socket, for where clearance is tight.
- **Model No. AK65561**
- List Price £39.95

£29.95 EXC. VAT
£35.94 INC. VAT



Oil Filter Wrench Band Type 65-105mm Capacity

- Features textured high grip steel strap with comfort grip handle and control knob.

- **Model No. AK6441**
- List Price £17.95

£13.95 EXC. VAT
£16.74 INC. VAT



12V Twin Cylinder Mini Air Compressor with Work Light

NEW

1.58 cfm



- Supplied with 3mtr power cord with plug for use in vehicle accessory socket. 650mm high pressure hose with screw-on connector and accessory kit including ball needle and adaptors for inflatables.
- **Model No. MAC03**
- List Price £99.95

£74.95 EXC. VAT
£89.94 INC. VAT

3pc 1/2" Sq Drive Alloy Wheel Impact Socket Set

- Features nylon sleeve and insert to prevent damage to alloy wheels.
- Comprises standard 17, 19 & 21mm sockets.
- **Model No. SX031**
- List Price £38.95

£25.95 EXC. VAT
£31.14 INC. VAT



1/2" Sq Drive Crankshaft Turning Socket Subaru/Saab 2.0/2.5

- Crankshaft turning socket fits over the end of the crankshaft to enable the engine to be turned with any 1/2" Sq drive breaker bar or ratchet wrench.
- **Model No. VSE5980**
- List Price £29.95

£17.95 EXC. VAT
£21.54 INC. VAT





ROTIFORM AERODISCS

£100 (each)



One thing's for sure, there's no doubt in the collective FC consciousness that these new Aerodiscs from Rotiform will be one of THE products of 2018. For the first time in... well, ever, it's something we all unanimously agree on. That clearly deserves some sort of award in itself!

Of course, they may be the very first off-the-shelf wheel fans to hit the market, and it's a work of genius that these super-lightweight items are engineered to thread securely onto all 9.5x19-inch Rotiform LAS-R and RSE cast wheels (using the Rotiform Billet Hex Nut). Not least because you don't want to go decapitating any pedestrians with

a large home-made frisbee, right?

But it's not all about innovation - the real feather in their cap is that they have the sort of appeal that brings together plenty of completely different facets of car culture. Vintage motorsport fans, for example, will love that there's more than a slice of historic inspiration from the 'turbo fans' fitted to many race and rally cars of yesteryear - proper legends like the Porsche 935 and Group B Lancias.

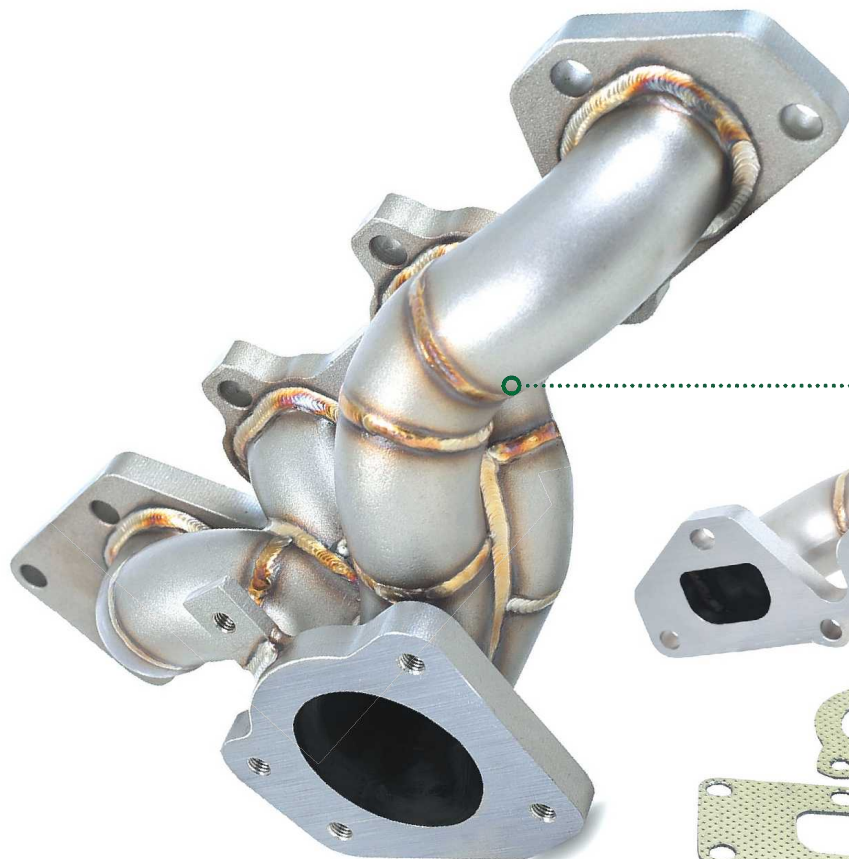
Those looking for their own performance credentials will be impressed by the added brake cooling that's inherent with this kind of aero package, and will no doubt be agreeable to the concept that any battle scars can be easily remedied simply by bolting on a new one. And the stance boys will be lapping these up in droves simply because they look the absolute bollocks! To be fair, we can't think of many people who wouldn't want a set.

Available in either gloss black or gloss white, you can either run them as is or add your own graphics, but what is most important here is that they offer a cost-effective way to change the look of your whole car in a matter of minutes. The fact that they also create the illusion of uber-expensive centre-lock motorsport rims won't go unnoticed by many either.

An epic idea seriously well executed by our American chums.

www.rotiform.com

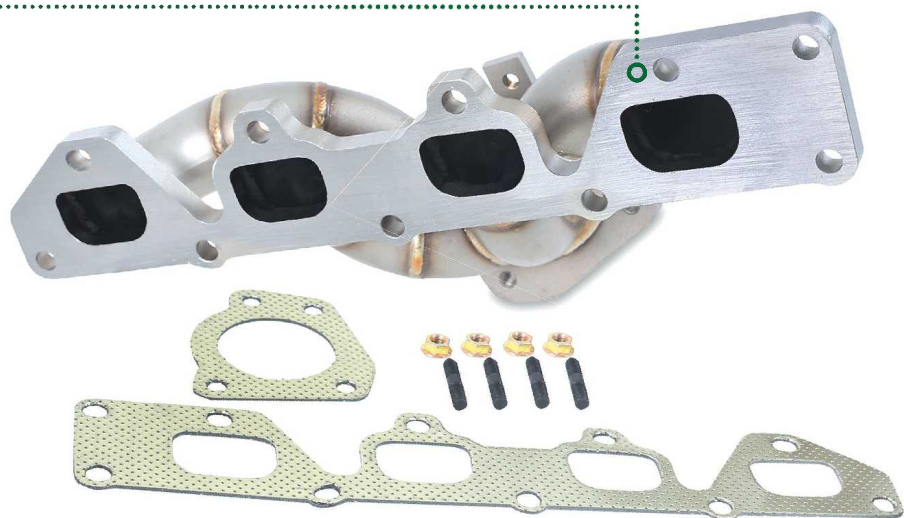




DIRENZA RACE MANIFOLDS, FROM £249

To celebrate the milestone that is our 400th issue, Euro tuning specialists, Direnza, have just launched a whole new range of free-flowing race manifolds. OK, so that may be a bit of whopper, but the important thing here is that they've not only included a whole load of fitments that you won't find anywhere else but, rather kindly, they've kept the prices down too! The one pictured is for a Mk6 Astra VXR, but there's also plenty of other applications ready, and even more on their way. What they all have in common is that they're constructed from the highest quality 3mm-thick, T304 stainless steel, and guaranteed to free up the immense restrictions caused by factory manifolds for more power and far better throttle response. Bonza!

www.direnza.co.uk



DBA BRAKES WAVE FORM DISCS, £POA

We've all had that little drool over the 'wavy' brake setups you get on the new RS-badged Audis, and there's no doubting these have spawned a whole load of super-expensive, OEM+ conversions over the past year or so. But what if you can get much the same effect without having to shell out the 2-grand plus it takes to bag a set off of ze Germans? That would be something, right?

Well, this premise is exactly what Disc Brakes Australia are offering here; the ability to upgrade to their Wave Form Discs for owners of other VAG models. Along with a direct-fit options for RS and R8 owners who don't want their pants pulled down when they need to replace their discs... which, judging by the constant braking most Audis seem to do on the motorway, must be pretty bloody often. Yet another coup from DBA.

www.dbabrakes.co.uk



ISSUE 400 SPECIAL: TOP HOOPS FROM (AROUND) £400

River R4 Wheels, FROM £420 (SET)

There's more than a whiff of supercar about these new rims from River Wheels, but handily it's not the fact that you have to remortgage your granny's false teeth to get your hands on a set! We're damn impressed by the quality here, especially as there can't be many other 18 and 19-inchers at this money. But, most of all, we like the aggressive design, reminiscent of the 458 Italia, it doesn't get any classier than that, eh?

www.riverwheels.co.uk

Sizes: 8x18 and 9.5x19

PCD: 5x112

Offset: 35-42

Finishes: gunmetal/matt silver/polished



Fittipaldi FSF03 BZ, FROM £465 (EACH)

OK, so strictly speaking these are around 1860-nicker, but that means these forged beauties start at £460 each, so it counts, kind of. Named after the famous Brazilian racing driver, Fittipaldi Forged have only been around for a couple of years but already have quite the collection of high-end hoops. This monoblock has to be one of our favourites of the bunch. You'll need big arches mind!

www.fittipaldiwheels.com

Sizes: 8.5 and 10x19, 9 and 10.5x20

PCD: 5x112, 5x115, 5x120

Offset: ET20-38

Finishes: brushed gloss bronze tint



REVO CARBON SERIES INTAKES, £779

Most VAG fans, especially ones rocking cars with the 1.8 or 2.0 TSI lumps, should be on their knees right about now because these puppies have to be the most seductive intakes we've ever clapped eyes on. Of course, what's even more important than that, is the fact that they've been developed to work impeccably too. By employing a load of neat tricks, including a large diameter, 'constant taper' intake pipe (with turbo-matched inlets), a carbon lid designed to increase air box volume, and a carbon air scoop that replaces the whole front panel to act as a second feed, these will net you bags more power and kudos points aplenty. They're also available in gloss or dry carbon, which is nice.

Google 'the world's sexiest sucker' to find yours now... er, actually, don't do that...

www.onlyrevo.com

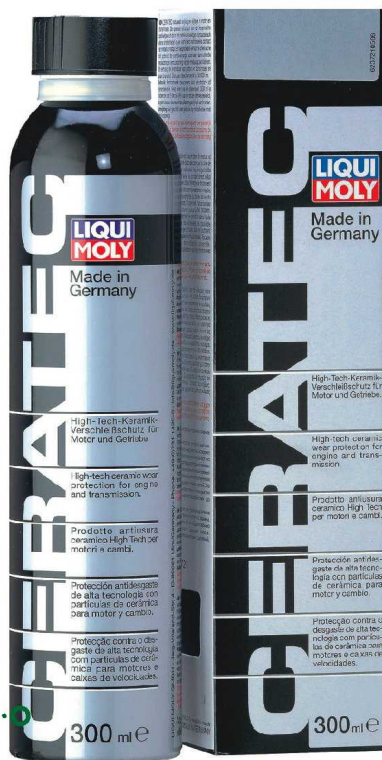


LIQUI MOLY CERATEC, £20

Here's a slice of proper vorsprung durch wotsit for your engine. German engineering really doesn't come any finer. Ceratec, from additives giant LIQUI MOLY, is a next-generation, all-in-one product designed to drastically reduce internal friction, lower engine temps and even help with fuel consumption.

Where normal oil additives physically coat metal parts to cut down on friction, and other products like LIQUI MOLY's famous Motor Protect contain 'friction modifiers' to have a chemical smoothing effect on the surfaces, this stuff does both. In other words, it will prolong the service life of your engine and, most importantly, curtail the chance of repairs ever being needed in the first place. If that's not worth a score, we don't know what is!

www.liqui-moly.com



AUTO FINESSE AROMA, £9

With the exception of the odd fish pie and our own bottom burps, we all hate things that smell bad, right? Well, that's the reason you'll simply love these new whiffs from Auto Finesse, especially as the range on offer will take you right back to your childhood with top scents like bubblegum, candy floss and even old skool Parma Violets (blimey, how old are you mate? - Jules). What's more, for under a tenner, you get a whacking great 250ml bottle of the stuff, so you can always afford to be a bit more liberal than you can with the other air freshener pumps on the market.

Simply spray the scent over your seats and carpet, sit back and enjoy the whiffy wonderment of it all. We guarantee Aroma will bring out the big kid in you.

www.autofinesse.co.uk



GARAGE ESSENTIALS



Hawk Tools 20V Impact Wrench, £130

What self-respecting petrolhead doesn't need some of this action in their life, eh? This 20volt, Li-ion half-inch impact gun may come in a lightweight, compact chassis, but there's nothing all that compact about the whopping 400Nm of torque it can produce. In scientific-type circles, that's what's known as 'a lot', and will be more than enough to get your wheels off, or just about anything else you can imagine. You certainly get a lot for your money here too, not least because it comes with two 2000mAh batteries (equipped with led power indicators) and a spec including 3-speed settings and an auto-braking function, just to help stop you dropping your nuts all over your expensive hoops. We also like the trick built-in USB outputs, just in case you need to charge your phone on the go. Magic!

www.hawkttools.co.uk

AutoStar Omega, £165 (EACH)

Over the past 400 issues, small wheels have turned into big wheels, then silly-big wheels, then small wheels (again) and now sensible-ish big wheels are back. Phew! There's certainly something to be said for the more classic designs out there and it's a trick that the guys at AutoStar always pull-off rather well. These Jap-style Omegas are not just a bargain, but properly stunning too.

www.autostarwheels.com

Sizes: 9.5 and 10.5x19

PCD: 5x114.3

Offset: ET22

Finishes: Hyper Silver/polished



Snap-on Players Edition Chests, £90A

We've seen some top-notch chests in our time; there's at least a couple of crackers in the Kardashians family alone. They'd still come second to these puppies though. In fact, these ball-achingly beautiful boxes have gone straight to the top of our all-time want list. It's almost a shame to chuck your dirty old tools in these Snap-on x Players special editions, and they won't be cheap either. But if you want the very best, then look no further. The tits. End of story.

www.snapon.com



JerryCo Exhaust Mugs, £20

What's the most important thing when working on your car? That's right, not dropping the bugger on your bonce. And the second most important thing? Who's making the tea, of course. Well, if you're looking for something super-spesh for slurping your cuppa out of, we can't think of anything better than these exhaust-inspired stainless steel mugs.

www.jerryco.co.uk



FC Issue 400 Special: More Extra-Special £400(plus) Stuff

Floris of London Shaving Set, £492

There's only one thing the ladies love more than a freshly shaven chap (at either end, it really doesn't matter), and that's a freshly shaven chap who's got the cash to drop half a bag on a razor!

This luxurious hand-made briarwood and gold plate set has to be about the most opulent face-scraping gear we've ever seen. And we can't help loving the 'best badger' brush that comes with it too. Besides, that bushy scene-beard is like sooo 2018, y'know.

www.florislondon.com



Tag Heuer Monaco Calibre 11, £4750

You've got the car, and the forged rims, and more posh trainers than Oxford Street, so what's next? (More forged rims? - Jules). Yep, it's big spuds wrist-blingery time. This Tag item is the world's first 'square case' water resistant watch and the first automatic chronograph too. Just don't get mugged!

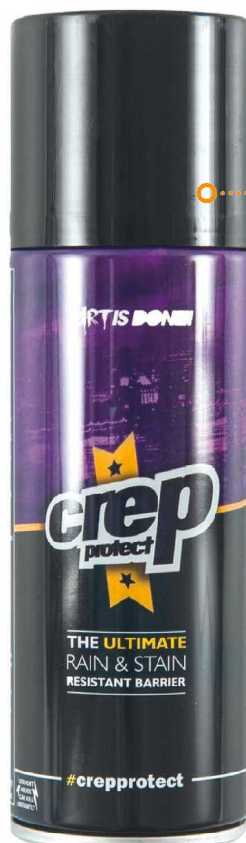
www.tagheuer.com



ARKK APEXTRON MEST W13 Trainers, £138

Anyone who knows their trainers will agree that Danish brand ARKK Copenhagen is one of the hottest names on the street right now. Their simplistic Scandinavian ethos has taken the sneaker world by storm over the last few seasons. We've no doubt that their latest offering, the APEXTRON, will see the classic '90s 'dad-shoe' making a big comeback too. Proper slick.

www.arkkcopenhagen.com



Crep Protect Spray, £10

Love your trendy sneakers? Most of the best aren't leather nowadays so this stuff from Crep is pretty essential. This easy-to-use spray provides a hardcore barrier to repel liquid, dirt and any other muck. Think safe sex for your kicks, kinda.

www.crepprotect.com



KitSound Classic DAB+ Radio, £50

As we all know DAB+ is the acronym for 'it doesn't sound shit and there's loads and loads of channels'... er, plus. But it's not just for your car, you know. With this top quality portable job, you can take the digi-tunes wherever you go. It also doubles up as a Bluetooth speaker, and all for just a nifty!

www.kitsound.co.uk

Thumpstar Juice Electric Pit Bike, £379

There's no traipsing down to the local garage to fill up a Coke can with petrol for these puppies. Come to think of it, there's no messing about measuring out the 2-stroke oil either. Nope, these awesome little pit bikes from Thumpstar are electric, but, unlike your Nan's Nissan Leaf, they shift a bit too... even with our fat arses on them. With 35-mins of blatting about on a single charge, what you're looking at here is fun for all the family.

www.pitbikedirect.com



Adidas YY Trail Boots, £410

One of the most renowned designers of the moment is Yohji Yamamoto, famed for his high-end Y-3 colab with adidas. Well, he's been at it again, but this time with these rather crazy creations – a cross between winter boots and sky top trainers. Amazing, if you can find a pair.

www.adidas.co.uk



YERKA Bike, £440

Admittedly, we'd tell most cyclists to grow up and get a car because they're not 12 any more. But these trendy YERKA bikes do look pretty cool and are the first in the world to have a frame that can be used as a bike lock. Clever or what.

www.yerkabikes.com

SILVERLINE

FIXED/FLEX-HEAD RATCHET SPANNERS

Any home-mechanic who regularly works on cars should have their own set of ratchet spanners; any pro will back us up on that. The trouble is the vast majority of those on the market seem to fall into three categories – too expensive to warrant, pretty rubbish to use, or good but with too many sizes missing. Silverline Tools say these new kits are different to the rest though. Apparently by not skimping on the important bits, they can make a full set that's suitable for everyone, but at a price without the dreaded 'professional mechanic' tax. You may be wondering how we can 'test' a load of spanners of course, but there's a lot more to say about these puppies than you might think...

PRICE: £60-75
www.silverlinetools.com



In the roll...

Silverline make a whole selection of ratchet spanners, including different combination sets and stubby items. The ones we're looking at here are the day-to-day metric items you are most likely to need in the UK.

There's actually two sets: standard fixed-head spanners and flex-head spanners where the ratcheting end can pivot through 180-degrees for ease of access. Both sets have a standard 15-degree offset open-end and offer every size between 8 and 19mm. If you do need additional 21, 22 and 24mm spanners, Silverline make kits containing these for a few quid more. Most people won't, so it's good that they haven't simply lumped them in with these and put the prices up.

The spec is the interesting bit here. Unlike many low-cost items, these have a professional-style 5-degree action (rather than a cheaper 8-10-degree job); this is how far you need to swing 'em until the next tooth kicks in and is a good indication of overall quality. What's more, all these spanners are guaranteed forever, which is usually a service only the high-end professional tool franchises offer.

Being cast from hardened and tempered chrome vanadium, chrome plated to resist corrosion, and polished to a pro-style finish, there's no issues on finish quality. But one thing that many lower to mid-range spanners fall down on is quality control of the actual sizing. A good little tip when looking at any spanner is to take a nut with you. When testing either end, the spanner should fit snugly with a very small amount of wiggle room (in case there's a little corrosion or variations in the nut), but there should never be too much. A big gap means you'll soon be slipping off the nut and whacking yourself in your own nuts when any torque is applied, that, or you'll just round the bugger off. Do your own test like this and you'll soon weed out the crap. Luckily for Silverline, the sizing here is totally spot on.



Midge's Verdict

The first thing to say here is that both of these sets are extremely good value. A standard set of mid-market ratchet spanners will usually cost you at least twice the price, with high-end professional items coming in at well over 300-quid. Don't forget these are only the list prices here: shop around their dealers and you'll usually find them for even less cash.

Just to reiterate these are FULL sets, many brands offer 'sets' but often they only cater for the most common sizes and will be missing the odd 9mm, 11mm, 16mm or 18mm spanner. While this may be sufficient for a limited number of jobs, when working on cars you can guarantee you'll need all of them at some point. Again, this all adds to the value.

Normally I'd class all these mid-range items as occasional-use tools. They're not the cheap, misfitting unbranded tat that you'll find online, but DIY-spec tools that are perfect for weekend modifying as opposed to tools designed for heavy-duty professional use day-in and day-out. This time, however, I'd say these tough items are verging on professional, and are definitely semi-pro, especially as they come with a lifetime guarantee. If you actually manage to break one, they'll happily replace it, and that goes a long way. Besides, if the quality wasn't up there, they'd hardly have that written on the box, right?

Silverline aren't going after the pro-market brand whores with these, of course, but when compared side-by-side to some of the professional items I've been using for years (see the pics above), there's not a lot of difference at all. Definitely a good investment for anyone.

In a nutshell: Ideal for the money; the perfect starter kits.

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AUDI S3 8V / TTS 8S
SEAT LEON CUPRA
SKODA SUPERB

PERFORMANCE PACK

AWESOME AUDIO

KICKER QS 6.75-INCH COMPS, £500

The bods at Kicker have always been known for their kick ass, high-output speakers and subs, but these QS jobs are something that's just a tad more special. They'll still kick your teeth in quicker than a pissed off racehorse, of course (just like all Kickers should), but here we're talking about combining the signature Kicker grunt with speakers developed for out-and-out reference-grade sound quality. Suffice to say, they're pretty damn pleased with themselves and reckon these are the best sounding drivers they've ever made. In fact, these are designed to be so high-end, that all their UK retailers have to pass an in-depth factory training course before they'll even let them sell 'em!

Of course, they're not what you'd call wallet friendly on the face of it. But when you look at the sort of epic SQ performance you're getting for the money, they start looking like something of a bargain.

No surprises that the specs are about as top-notch as you can get; they have to be to deliver hyper-accurate midrange. These include all sorts of complicated stuff like Tri-Tech cones, Teton dome tweeters and metallised polypropylene capacitors. In short, these are a labour of love built for one reason - just because they can!

www.kickeruk.com



"The clever 'convertible' configuration allows coaxial or component tweeter mounting."
Kicker UK



JL Audio MX600/3 System Amplifier, £400

Is it just us or are high-end amplifiers getting smaller and smaller these days? This brand new 3-channel from JL Audio is case and point. It's not only absolutely tiny - about the size of a wasp's left bollock, but as it's capable of putting out a mighty 600 watts, it looks like it's more than happy to sting like one too!

The perfect solution for driving a pair of speakers at 100 watts each and a subwoofer at 400 watts, the MX600/3 has been specifically engineered to deliver all this clean power without putting excess strain on charging systems. It also accepts a wide range of input voltage levels (including high-power speaker level signals), making it ideal for use with OEM source units.

www.jlaudio.co.uk



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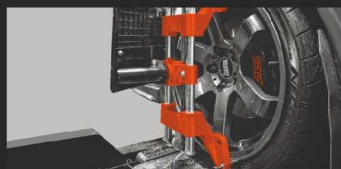
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Fitted UK 2018

**THE LATEST INSTALMENT OF FITTED AND
IT'S ANOTHER ABSOLUTE CORKER...**

Manchester's EventCity is a truly colossal venue, and one totally in-keeping with the scope of the FittedUK show. This event has established itself as one of the must-attend shows on the UK calendar, an extravaganza of the sort of cars you're likely to see within these hallowed pages along with oodles of surprises.

With over 300,000 feet of floorspace to fill, the organisers work hard to entice the very best builds from across Europe, and 2018 was an amazing showcase of cutting-edge projects and established favourites. It's not just the headline stance efforts that work so hard to steal the limelight either, you find race cars, bikes, supercars, all sorts gleaming under the acres of ice-white strip lights. The key criterion for entry is simply that the car is cool – the team love to provide a bit of variety, so anything that's stock, modified, rusty, financed, daily driven, track driven, stanced, classic, or just plain crazy is considered – look over the photos; you'll see what we mean.

Fans of retro metal had lots to enjoy here from the gorgeously painted old-school Civic lowrider and the broad-hipped brown Renault 5 Turbo 2, to E30s, Jettas and Mk4 Escorts, while the new wave was represented by a sea of 'bagged VAG builds, hot Mustangs, Maserati GranTurismos and, hey, even a Toyota iQ. See, everything has potential.

With the insanely hot summer we've had, it was also quite pleasant to have the opportunity to stand inside what's essentially a great big warehouse for a bit. Nice and chilled. The fact that it was filled by all of the scene's most aspirational cars was simply a bonus. See you there next year, then?



OUT THERE: FITTED UK 2018



Petronas A45 AMG

Ben Walker's A45 AMG is one of our favourite Mercs right now; these cars are brutal enough in factory form, but he's tuned his up to 440bhp. It sounds insane thanks to its shouty Milltek system, it's sitting crazy-low over those Rotiform splits, and the best part of all is that F1-style Petronas race car livery.

Mercedes-Benz did actually sell a striped Petronas-edition A45 a few years back, but it looked nowhere near as badass as this...



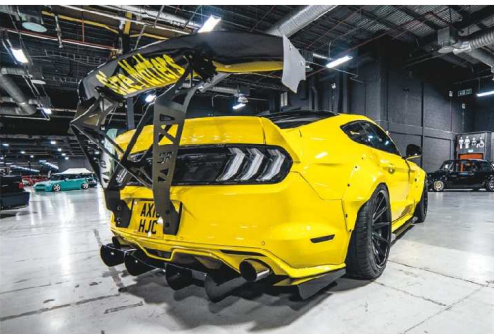
Pennzoil R33 GT-R

Race cars don't get a lot more evocative than the JGTC Skylines, and the Pennzoil-liveried R33 will flick the nostalgia switches for anyone who played a racing videogame in the '90s or '00s. In works GT2-spec these things had 702bhp and weighed just 1,180kg – and just look at that insane aero! This particular car is a tribute build, hand-crafted by Garage Lunacy – it may be a replica, but the attention to detail is incredible, and it's the closest you're going to get to seeing one of these 1990s JGTC heroes in the UK. It's absolutely terrifying.



S2K killing it





Mint green E21

Benjamin Anson's E21 has been on the scene for a fair few years now, and it just keep on getting better. Proudly displayed on the Slam Sanctuary stand, it's rocking a fully shaved engine bay that's so buttery smooth you could almost lick it – oh yeah, and that's an M50B25 straight-six from an E36 in there too. The BBS wheels are now wearing a set of awesome turbo fans, and the clean-and-smooth look of the body combined with the on-point stance from the Air Lift suspension is just absolute E21 perfection.



E21 Beemer is super-sweet



2-door Jetta rocks



Mk4 Escort estate

There was a time when Mk4 Escort estates were deeply unfashionable, but now that there basically aren't any left, it's time for all that to change – particularly if you put in as much effort as Sam Ward has. His wagon features some of the coolest wheels imaginable (yep, they're XR3i cloverleaves which have been converted to 16in split-rims), and it's running hydraulics too. Taking the hedge-clippings to the dump has never been so stylish.



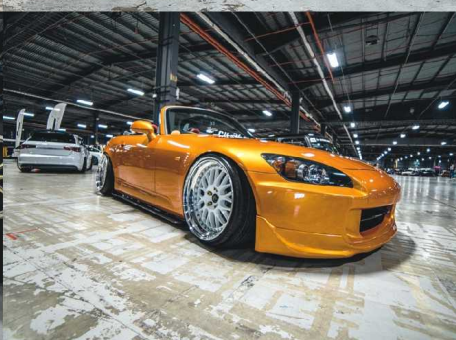
That's one high class Escort

Purist Mini

Chris Denn's Mini is a very angry little thing. Starting out as a humble City E, he's restored it from scratch and added all sorts of fashion-forward ideas and power mods. We love the mix of Force Racing splits on the front and steelies with hubcaps on the back, and just check out the detailing of the engine bay. This car, along with all the Imps on the scene right now, really demonstrates how new-wave values can be applied to old-school classics. It doesn't look out of place in a show like this at all; in fact, it's a real jaw-dropper.



Fierce Fiat 500



R5 Turbo is a retro gem



**See, a Touran
can look cool!**



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HOT RIDE: **BMW E46 M3** Words **Dan Bevis** Photography **Kevve.be**

Stupid Flanders

The Flanders region of northern Belgium is fast becoming the European epicentre of quality modified cars. And with KEAN Suspensions' astonishing E46 M3, it's all starting to get a little silly...





When the KEAN boys roll into town, you're always in for a treat. These fellas know how to put hot rides on the floor like no-one else in Europe, and their eye for the offbeat along with their incredible attention to detail means that every car they put together is a guaranteed show-stopper. At this year's

Players Classic, as they casually panscaped their bagged Ferrari 308 through the car park, everyone's jaws were on the floor. And then, catching the crowds just when they were vulnerable, this outrageous E46 rocked up behind it.

Honestly, seeing these cars up close was physically exhausting, it's just a relentless assault of awesome; so we had to mobilise a snapper sharpish to bring you the story. The 308 will be coming later, but right now, we're gazing at this BMW, like a seagull on chips.

To provide a little background, KEAN is a hybrid of 'Kenny' and 'Andy' – the two brothers who operate the bespoke suspension firm in Belgium, fitting custom air-ride or hydraulics to an ever-growing gallery of incredible rides. This E46 is Kenny's own car – and the fun part is

that he hasn't just chosen any old base model for the project in the knowledge that he'd be tearing the thing to shreds; no, this is a full-fat M3 – no messing about.

"I've had a lot of Peugeots before – 206 GTi, 406, 405 – but I'm having more fun with the BMW right now," he says, which is totally understandable. The E46 M3 is a formidable machine in factory form, but this... this is just nuts.

"I bought the car totally stock," he continues. "Why an M3? The looks, the sound, the potential... and of course it was always going to be heavily modified, that's what we do." Kenny drew inspiration from the key touchpoints of the contemporary modifying scene – principally SEMA and the Internet; that's as broad an explanation as you need – and the car was assembled over the space of a few short months in order to debut it at the Essen Motor Show. When you consider the amount of work that's gone into the transformation, that's a remarkable makeover within the timescale. And there are so many diverse and bespoke elements, it's hard to know where to start...

OK, given that suspension systems are KEAN's bread-and-butter, let's take a peek at the chassis mods. Now, the M3 is such an

*Yep, it pretty much says
'get outta the way'*





Nice to see mum jokes are still funny in Belgium



Extreme bum rests – love 'em



incredible driver's car that, unlike a lot of project bases, you don't need to rip out and upgrade everything, as the factory kit is already excellent, and this gave the brothers a decent base upon which to build.

They've designed, crafted and installed a custom air-ride system for the E46, which uses KNTRL management – an up-and-coming name in the air suspension scene, offering simple and adaptable pressure-based systems. Allied to the KEAN-spec struts and bags, it helps to get the Beemer on the ground over those monster wheels. And the rims themselves?

"I wanted something different from the Rotiforms or BBSs that everyone else goes for," says Kenny. So he's opted for VIP Modular VLS450s, which came courtesy of SXY Wheels. The specs are pretty staggering – the rears are 14-inches wide, which is frankly insane, and the fronts are a still-pretty-massive 10-inches across. The polished centres are finished in candy red, counterpointed by the candy black rims and gloss-black hardware, and these tie in rather beautifully with the interior colour scheme.

The interior, you'll note, is a place of contrasts. It's also completely

barking mad. See, the M3 as a model has always had a bit of artistic tension inside, trying to balance the disparate concepts of being a sports car and a luxury car, and Kenny's taken this to extremes by retaining the full dash and doorcards, but swapping out the comfy (and heavy) seats for a pair of bare-bones Kirkey race buckets, again finished in candy red. It looks brilliantly jarring, doesn't it? It shouldn't work, but it really, really does.

The 'luxury-race' theme continues in the back, where you'll find a candy red roll-cage bolted in on top of the still-present leather rear bench, and moving back to the front the stock steering wheel has been replaced by a carbon fibre clone. Parked in the centre console between the padded storage box and the SMG shifter is a KEAN-branded hydraulic handbrake, further accentuating the idea that you don't need to compromise with a build like this; you can have it all.

Speaking of which, we'd better move to the exterior. Because this is where things get really off-the-wall. The look is characterised by two huge and imposing aspects: the widebody, and the carbon fibre. The wide-arch kit is a genuine Rocket Bunny Pandem setup from the scene-legend TRA-Kyoto stable – a kit which features those outrageously wide arches (which you obviously need if you've decided to run 14x18in wheels on your back axle!) along with the jutting front lip and the option of a rear ducktail. But off-the-shelf isn't really Kenny's bag, and it's certainly not the KEAN way, so there was no chance of him simply buying in a kit, fitting it to the car, and calling the job a good 'un. He needed a twist.

And that twist came in the form of oodles of carbon fibre – you can see from the sheer volume of lacquered and exposed carbon weave that he's quite proud of this approach, as well he should be. The entire front end of the car has been replaced with carbon fibre panels, which must represent a colossal weight saving, as well as looking stone-cold spectacular. We're not just talking about the traditional carbon bonnet here either; everything about the nose has been baked in the lightweight weave – the bumper, splitter, kidney grilles, the works. Kenny's even 'Cyclopsed' the car by plucking one of its eyes out and replacing it with a custom carbon air intake, which is a race-car detail we just love; it gives the nose a neat asymmetry which is further accentuated by the GoPro hiding in a porthole below.

The doors are carbon fibre too, which looks outstandingly racy from



Pure Rocket Bunny goodness right there, folks



“I wanted something different from the Rotiforms or BBSs that everyone else goes for”

*Rear hoops are a mahoosive
14x18-inches!*

STYLING:

Rocket Bunny Pandem widebody kit, full carbon fibre front end, carbon CSL-style ducktail bootlid, carbon doors, carbon diffuser, carbon air intake in place of headlight, rear end wrapped in yellow by WrapJunkies

TUNING:

S54B32 3.2-litre straight-six, custom TubeXpert exhaust system, SMG transmission

CHASSIS:

10x18in (front) and 14x18in (rear) VIP Modular VLS450 wheels - polished candy red centres and candy black lips, gloss-black hardware, Toyo R888R semi-slicks with TredWear decals, KEAN air-ride with KNTRL management

INTERIOR:


Kirkey race seats painted in candy red, rollcage in candy red, hydraulic handbrake, carbon trim, carbon steering wheel

THANKS:

"Thanks to my brother Andy, WrapJunkies, SXY Wheels, KNTRL, and The Belgian Brothers for the TredWear."

the outside, yet fits neatly with the form-meets-function interior by virtue of having the fat doorcards bolted to them. And the bootlid? Yep, that CSL-style ducktail item is carbon too, naturally. But Kenny wanted to highlight that the bodywork wasn't all carbon fibre - this isn't a Hungarian RS Carbon build or a Bulletproof GT-R and he wanted to proudly wear the remaining metal with pride, which is why WrapJunkies were commissioned to wrap the other panels in the most shouty and look-at-me shade possible.

The eye-searing yellow acts as a sublime foil to the carbon, making the M3 look like some sort of massive enraged bee. "It's really helped it to stand out," Kenny grins. "It's a head-turner, for sure. The police in Wörthersee certainly noticed it - they slapped me with a 1000 euro fine and took my 'YOUR MOM' plate away! But it drives like a beast, it demands a proper burnout every time..."

And that's perhaps the most important element of all. This car's been fastidiously built to be a show-stopper with a unique style and a flawless finish, but don't go thinking it's a trailer queen. Kenny drives it all across Europe, proving the longevity and durability of the home-brewed suspension setup, and he snaps necks at every turn. 



*Ooh missus,
look at the girth!*

*McLovin' the ducktail
rear spoiler*



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HOT RIDE: MITSUBISHI EVOS

Words Sam Preston Photography Lucas Croydon



This pair of used-and-abused Evo VIII monsters, built by Aussie tuning house Step Up Automotive, put together a very good argument for this humble Mitsubishi model being the very best all-rounder that money can buy...

One Step Beyond





Compromise. A part of life that's sometimes impossible to avoid. It's the reason you might find yourself living slap bang in the middle of where you and your other half's workplaces are, for instance, and why you might not be able to bust your entire annual salary on computer games (no matter how much you'd secretly love to).

It's also the reason there are so many different types of car out there, too; each one slightly adjusting its priorities to match potential buyers' needs at the cost of another less important aspect on the list of requirements.

But what about if you tried to create a car that really does do it all? One that would offer up daily driver-friendly levels of practicality whilst demolishing the competition when you let it loose at your local race track, for example? It's taken us a trek to the other side of the planet, but by gosh, we think we might just have found two motors that fit the bill. Say hello, then, to this duo of hugely modified Evo Vllls here. Prepared by Australian firm Step Up Automotive, based on the lovely Gold Coast of the country, they both feature a raft of wild upgrades that help them get close to ticking all the boxes.

Let's start with Tina's striking silver example first. The wife of Step Up Automotive's main mechanic, Rod, and former service manager at the firm herself, her GSR-spec'd saloon not only serves as her main source of transportation, but also gets taken to the circuit most weekends to compete in white-knuckle motorsport events (that it normally does rather well in, it probably goes without saying).

"We've had stuff like Falcons with built V8 engines and Holden

Geminis in the past, but imported the Evo back in 2008 as a car that offered performance but also brought lower running costs with it," Tina recalls, the 2-litre four-pot in this car promising to be a lot lighter on those tax and registration bills the country is known for being pretty stern on.

Already aware of the great potential of these rally-bred machines, work soon started between Tina and Rod to ramp up the performance of their latest turbocharged acquisition. What followed has been a ten-year love affair that's seen the car's performance elevated beyond recognition, with plenty of blown gearboxes and shredded differentials reported along the way. Because, let's face it, it wouldn't be a proper car build without some niggles, would it?

Now offering up a scintillating 545bhp to the wheels when cranked to its most lairy boost setting and filled up with E80 gas, these killer figures have been achieved thanks to an engine that promises to be stronger than Popeye if its impressive spec is anything to go by. Starting with a JDM-spec version of the celebrated 4G63 motor, Step Up Automotive has since completely refreshed the internals, with parts like Carrillo con rods, Teflon-coated pistons and a polished and fully re-worked head, boasting Cosworth cams, now all featuring under the lid, offering unending levels of strength and reliability as a result.

It's then up to one of Forced Performance's JB 'Red' turbochargers (that feature far more efficient 'hybrid' internals encased in a stock turbo housing) to supply the boost, while a monster fuelling system is now controlled by a trick Emtron ECU that packs more brains than the International Space Station, with functions like launch control and multiple boost settings to all be





dialled in to boot. “When the turbo hits boost at around 4000rpm, it feels like the car is pulling your face off until the redline at 7800rpm!” Tina grins. “It’s also been absolutely faultless since we finished it two-and-a-half years ago, so is obviously reliable, too.”

Transmitting all of that power comes courtesy of a stronger five-speed ‘box that replaces the car’s standard six-speed offering. It’s then sent to the front and rear axles by a sturdy Quaife transfer case, with the car’s clever active diff control tweaked to offer the most effective power delivery physically possible.

With the Evo competing in the street-level drag series at the local Willow Bank Raceway in the hands of both Tina and Rod, the it’s also a frequent entry to the women-only ‘Powder Puff Happy Laps’ racing series at Queensland Raceway in the hands of its extremely proud owner here. All before it’s put back on road-legal tyres and driven home again in blissful refinement, of course.



But it’s not all about performance, with Ralliart body enhancements and a set of gleaming RAYS Volk Racing alloys giving the car a serious street-cruiser vibe that it’s hard not to love at first glance. We told you this is one car that’s covered all bases!

Tina’s VIII isn’t the only Evo that’s been through Rod’s workshop in the last few years with such an ambitious brief attached to it. Because car parts importer Tane Richardson, the owner of that equally-as-sumptuous grey MR-spec’d Evo here, could be found entering Step Up Automotive’s HQ around the same time, with an equally large list of requirements attached to it.

“As soon as I bought the car around a year ago, I knew I had to modify it to my tastes right away,” Tane explains. Something of an Evo nut, he’s also got two heavily modified Evo IIIs on his fleet, as well as a Proton Satria that he single-handedly performed a 4G63 engine conversion on a couple of years back.

With the fabled ‘MR’ badge on the back of his latest purchase, Tane was already onto a winner, with the car boasting parts like Bilstein coilovers and an aluminium roof from the word go. But these bits have all paled in comparison to what has been achieved since...

With an even more crazy version of Forced Performance’s turbocharger already ordered up than even the one found on Tina’s car – a ‘Black’-series affair that features a much larger compressor wheel and is the weapon of choice for many championship-winning drag car builds, Rod and the Step Up team were going to have their work cut out when it came to fully forging the JDM-spec engine that Tane dropped off to them to start the build.

It’s why seriously lairy 280-degree Kelford Cams feature in the ported head, while the bored block itself now houses oversized Wiseco pistons and Manley H-beam con rods, pieced together with some of the sturdiest bearings and bolts that money can buy. Boasting a similar Emtron ECU, the team was eventually able to dial in 605bhp to the wheels on the rollers when the car was filled with E85 fuel, with a more ‘sensible’ boost setting that promises 383bhp available when filling up on pump fuel.



TECH SPEC: TINA'S EVO VIII GSR

STYLING

Evo IX rear bumper; Evo IX head- and tail-lights; Ralliart front lip and bumper inserts

TUNING

JDM 7-bolt spec 2.0-litre 4G63 turbocharged four-cylinder engine with fully built internals (comprising Carrillo Pro H-beam con rods and CA bolts, Teflon-coated CP pistons and 22mm wrist pins, balanced and grub-screwed factory crankshaft and fluid damper balancer); re-worked head (comprising intake polish and basic intake bowl clean-up, stock-sized Ferrero valves, Power Division GSC 'beehive' valve springs, bronze valve guides, Cosworth 272/272 camshafts, Kiggly regulator, ARP CA 625+ head studs and factory Evo IX head gasket); 3.5in custom air intake with K&N filter; Plazmaman intake manifold; 3in throttle body; Forced Performance JB 'Red' turbocharger; internal Turbosmart wastegate actuator; Hypertune SF tubular manifold; Turbosmart plumbed-back blow-off valve; custom 3.5in split plumbed-back dump pipe; custom stainless steel exhaust system with rear canon-style exit; Plazmaman Pro76 swept-back intercooler with custom piping; twin custom catch can setup; stock oil pump; DeatschWerks single 400lph fuel pump in custom cradle; six-feed fuel line; Raceworks 100-micron filter; 1650cc fuel injectors; Aeromotive fuel pressure regulator; Emtron Evo IX plug-in ECU (with oil and fuel sensors, individual cylinder knock control, flex-fuel sensor, fuel temperature sensor, launch control and fully variable resistor-dial boost control in 2psi increments)

TRANSMISSION

Rebuilt five-speed manual gearbox (from Evo VII); uprated third and fourth gears and synchros; Exedy Hyper twin-plate clutch; Quaife transfer case; AYC rear differential; custom ACD/AYC control

CHASSIS

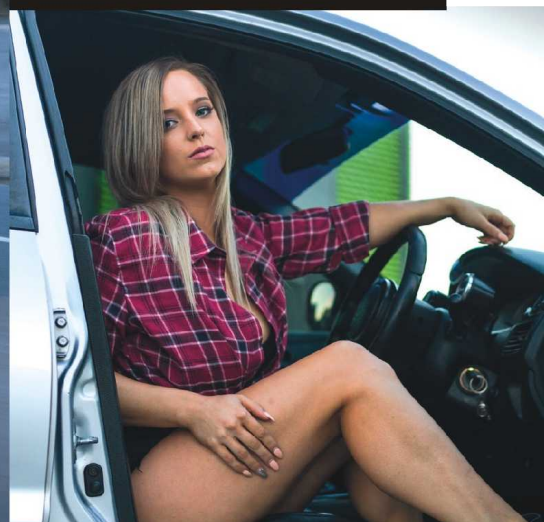
9x18in (front) and 10x18in (rear) RAYS Volk Racing GTC alloy wheels; 255/35x18 Hankook tyres; BC Racing BR coilovers with custom spring rates; Whiteline bump-steer correction; Whiteline front and rear sway bars; Ralliart custom strut braces; solid engine mounts; factory Brembo brake setup with uprated discs and pads

INTERIOR

Factory leather Australian-spec Recaro reclining bucket seats; Ralliart dash insert; Defi gauges (oil pressure, oil temperature and boost) in triple pod; Innovate wideband gauge; Turbosmart e-Boost II gauge (used for 30-40psi only)

THANKS

Step Up Automotive; Sean EFI Performance tuning; Mark from GT Pumps; Chris from CRG Turbo Manifolds; Rob from RE ENGINEERED and Sanjeet from SSM Performance Parts



Fully built 4G63 packs
a killer punch

TECH SPEC: TANE'S EVO VIII MR

STYLING

Ralliart front lip

TUNING

JDM 7-bolt spec 2.0-litre 4G63 turbocharged four-cylinder engine with fully built internals and machine ported and bored block, comprising Wiseco 85.5mm pistons, Manley balanced H-beam con rods, ARP bolts, balanced factory crankshaft, ALC bearings and ARP main studs; re-worked head (comprising mild porting, Kelford Cams 280/280 camshafts, Tomei cam gears, 1mm oversized intake and exhaust valves, Power Division GSC 'beehive' valve springs, BC titanium retainers and ARP head studs; custom 4in air intake pipe with Aeroflow filter; Hypertune intake manifold; Plazmaman throttle body; Forged Performance JB 'Black' turbocharger (with stock frame); 44mm Turbosmart wastegate; full race manifold; Turbosmart blow-off valve; custom 3.5in stainless steel dump pipe; Lambspeed 3.5in stainless steel exhaust system; three-port MAC valve; Plazmaman Pro76 swept-back intercooler with custom piping; custom catch can; twin in-tank fuel pump cradle with staged DW300 pumps; twin -6 lines to single -8 feed; Injector Dynamics ID1700 fuel injectors; Turbosmart FPR1200 fuel pressure regulator; Emtron Evo IX plug-in ECU; AEM wideband wired to ECU

TRANSMISSION

Sheptrans 'Ultimate Ratio' five-speed manual gearbox; 4.11:1 final drive; twin-plate OS Giken clutch; Quaife transfer case; Wavetrac front differential; AYC rear differential; Ralliart diff bushes

CHASSIS

10x18in WORK Meister alloy wheels; 255/35x18 semi-slick tyres; BC Racing BR coilovers; Avid Bullet engine mounts; factory Brembo brakes with uprated discs and pads

INTERIOR

Factory MR-spec Alcantara Recaro interior

THANKS

Step Up Automotive

Going one step further with the gearbox, too, Tane soon snapped up one of Sheptrans' fully rebuilt 'Ultimate Ratio' cog shifters that utilises longer first and fourth gears to make full use of the boost on tap throughout the rev range. Tied into a more aggressive Wavetrac front diff, power delivery is now off the scale in terms of its savage effectiveness.

It's not just the 600bhp flying to all four wheels that we love about Tane's creation, though. With its tasty WORK splits and squat ride height on some of BC Racing's finest coilovers, this stealthy grey stunner also offers up show-stopping levels of aesthetic goodness from the outside, while staying reserved enough to never hint at what chaos is ensuing under those rippling curves. With its full Alcantara interior, too, it acts as much more of a comfortable cruiser than you might expect from a car that can nail a single-figure quarter mile run.

Sure, a Ford C-Max might offer up slightly more comfort during a long-distance run and a Toyota Prius is bound to yield much better MPG, but we really can't think of many cars out there that cover quite as many bases as these two Mitsubishi's, especially for those of you that are partial to a bit of performance along the way. Just remember to take a leaf out of Tina and Tane's books before you snap up your next boring family car... 📖



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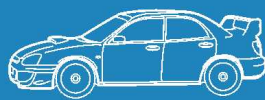
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FAST Projects



WIN ME *FREE FIDDY*

It's been an exhausting month of modifying on the competition Nissan.

Start

P092

Never Finished

MAIN MODS: EBC BRAKES AND LOTS OF PLANS • RED LINE LUBRICANTS • PB COILOVERS • JAPSPEED EXHAUST



ZERO EV TESLA-POWERED R32 DRIFTER

It's testing time for the revolutionary Skyline build. Zero EV even had a doughnut to celebrate.

Start

P094

Never Finished

MAIN MODS: TESLA ELECTRIC MOTOR • PB COILOVERS • JAFFA CAKES • 19-INCH WHEELS



SLIM JULES' BMW E91

Jules' Mum once told him it's what's on the inside that counts. He's clearly taken that advice on board.

Start

P096

Never Finished

MAIN MODS: GIVE THE CHUBBY FELLA A CHANCE



GLEENDA'S AUDI RS4

The secret to successful maintenance is a good service and regular fluid changes. But enough about Glenda...

Start

P098

Never Finished

MAIN MODS: MILLTEK EXHAUST



MIDGE'S AUDI TT

The TT makes a return to the FC Projects section but does he have more plans or is it a wrap...

Start

P100

Never Finished

MAIN MODS: 3M WRAP • VOSSEN WHEELS • AIR LIFT SUSPENSION • TUNED ENGINE • ICE INSTALL





Shiny, new Japspeed pipeage

#FC PROJECT FREE FIDDY

NOT LONG UNTIL TRAX NOW, SO WE'D BETTER GET SOME MORE BITS SORTED!



Cast your mind back a month or so and you'll remember that it was the run up to Japfest Donington. The weather was hot enough to make the camels in London Zoo wonder if they'd been sent home early for good behaviour and I was sweating away in the workshop getting the 350Z ready for the show. In the last issue we talked about getting the big, bad Zed sitting pretty on some PB coilovers before the event, but there were a couple of other touches that we didn't get to showcase here in the FC Projects section, the first being one of the most mental exhaust systems we've ever clapped our eyes on.

Now admittedly, the 350Z already had a swanky aftermarket backbox, we've no idea where it came from and it sounded pretty good too, but the rest of the system really had seen better days. The best solution then (especially as the publisher is picking up the tab), would be to junk the whole lot in favour of a brand new Japspeed K4 system.

As you can see from the pictures, the design of this thing is a little off-the-wall, but it's easily one of the best-looking systems out there. What's also nice is that they include the extra pipe extensions to make it

fit the V35 Skyline... so don't panic as much as I did if you're slapping one on a 350Z and there's a couple of bits left over.

Anyway, this system also includes the all-important Y-pipe which replaces the restrictive (and prone-to-rust) factory item. What's more, once I'd removed the rusty nuts on the original by ranting and raving at them with plenty of blue language (*you mean using your angle grinder right Midge? – Jules*), the actual system was an absolute doddle to fit.

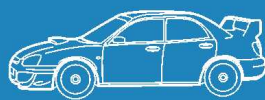
As you'd expect from the guys at Japspeed, the K4 comes with all the bolts and gaskets you need to get it all bolted on nicely. This one sounds just as bonkers as it looks too, especially at full chat, and it'll not only free up a few more horses but should vastly improve throttle response. The one thing I still can't get over, though, is that it has to be one of the most unique designs out there. So much so in fact, that I thought it necessitated a spot of air saw bumper surgery. Apparently, the cool kids call this a 'bumper tuck' which is all very lovely. Personally, I call it 'lopping a bit off so you can see the thing'. In any case it would almost be a shame to hide away this

stainless-steel work of art, and there's no denying it's transformed the arse-end of this motor. It's like a Kim-K selfie or somethin'... all that sexyful junk in the trunk!

Of course, Japspeed also make some hardcore de-cat pipes to go with it but, because we're duty bound to keep everything nice and MoT friendly for the new owner, we've kept the OEM cats in place.

The same can be said for the other end of the engine. We have no idea who'll be winning this car at TRAX, or their insurance status, so from the very start, I've been told I have to leave the original airbox in place. What wasn't mentioned however was the intake hose, so I couldn't resist spending about 23-seconds swapping it over with this 5-ply silicone item from Mishimoto. This far less-restrictive pipe will release a few horsepowers on its own and can also be used with an aftermarket filter should the new owner choose to fit one. It also looks the part but, most of all, the OEM airbox is still there, right? That's no harm, no foul in my book!

But, there's plenty more to do before we get to hit Silverstone; better put the kettle on and get cracking...



Old system had seen better days



New Japspeed kit is a huge improvement



Cheeky intake hose



THIS MONTH

Parts

Japspeed K4 Exhaust System	£499
Mishimoto Intake	£68
Total	£567

CONTACTS

www.japspeed.co.uk
www.mishimoto.co.uk



ZERO EV R32 SKYLINE

TYRES, BRAKES AND ARCHES.....



As you may have seen via certain social media channels, we did a bit of highly technical testing the other week in the form of a, erm, donut in the yard. Nevertheless, it was a great success.

The only real problems we encountered were the fact that the tyres chunked gravel everywhere, smoke filled the cockpit and the car didn't really like stopping.

Of course, not being able to see or stop are quite fundamental problems, and chucking grit everywhere isn't the best

either but all can be sorted rather easily...

First up was some arches. Now, I'd like to make out that these took days of metal work and fabrication to make, but in reality, they didn't. A simple cardboard template, some sheet metal and a roller boom later, and we had some silly wide arches. Not the greatest wide arch kit you'll ever see, but it's functional over form here and they'll allow me to compete in Formula G!

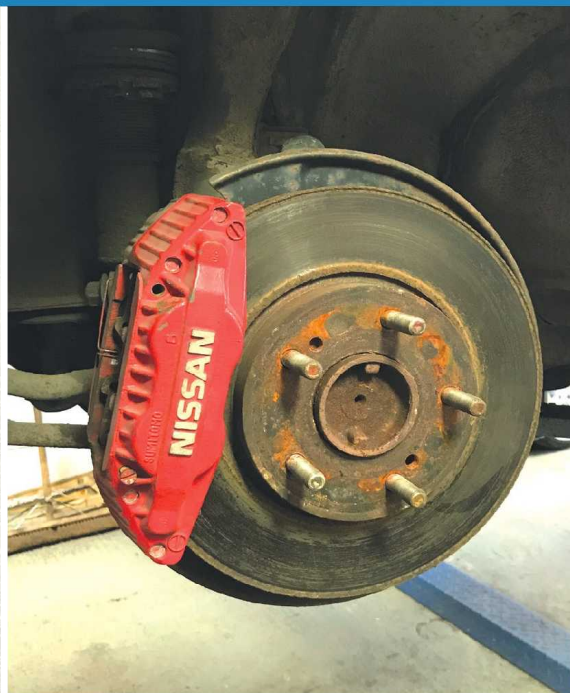
The stopping part? Well, I got on the phone to the guys at EBC and they had a

set of front discs and Yellowstuff pads sent out the very next day; they even managed to supply a set of pads for the massive rear Tesla brakes. We didn't bother with discs as we really don't need much rear braking; that's what the 're-generation' system is for.

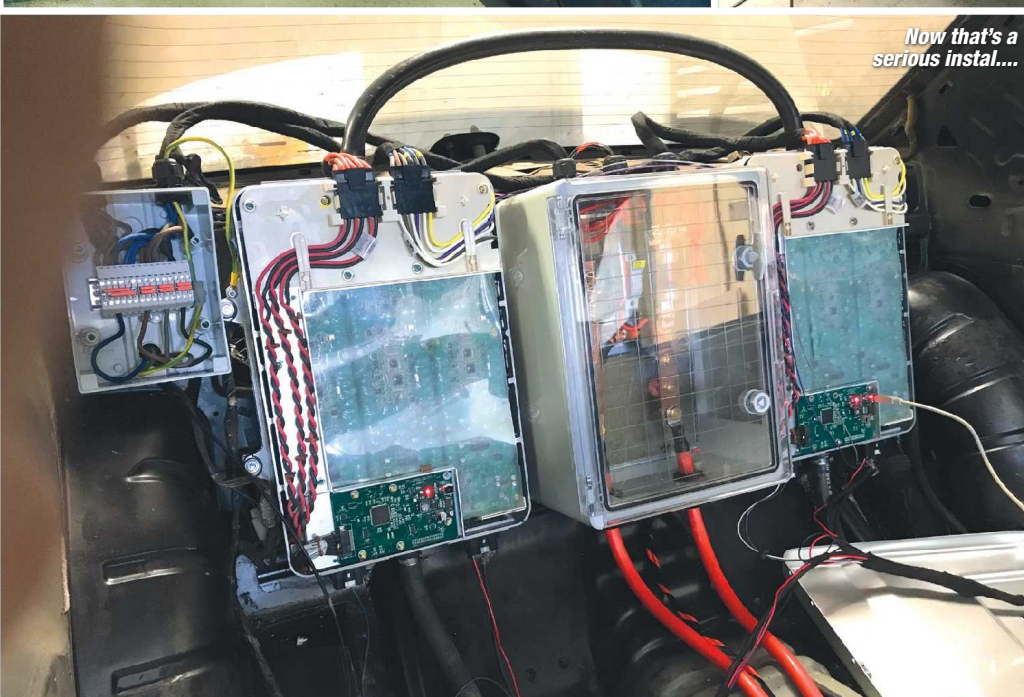
Now we've sorted the stoppage, it's time for some more scientifically-based testing at Rockingham, where past and present Formula G events have taken place. So watch this space and Fast Car's social media channels for more, soon...



New EBC discs and pads



DIY wide arches



*Now that's a
serious instal....*



Smokin'!

SPENT THIS MONTH

Parts	
Tyres.....	£80
Arches.....	£0
EBC Brakes.....	£283

TOTAL..... £363

CONTACTS

Zero EV
www.zero-ev.co.uk
EBC Brakes
www.ebcbrakeshop.co.uk



Mmm, carbon



Plastics ready for hydro-dipping

JULES' BMW E91 325i

I'M BACK, BITCHES – HAVE YOU MISSED ME?



After introducing my new E91 project a few months back, I've been absent from these pages and there's a reason for that; it isn't a good reason, but it is a reason.

You see, I'm getting on a bit now, and I'm ashamed to say that after driving modified cars for 20-years, every now and then it's quite nice to jump in a standard car and not worry about pot holes and curbs when popping to the shops.

So, I must confess, I considered leaving this low-mileage, mint condition E91 completely standard. But then I went away to a darkened room, had a word with myself and grew back some balls! The E91 will definitely be getting modified. So, without further ado, let's get started...

As it's the place you spend the most time looking at and actually using, the interior is first on my to-do list. The priority is sorting out the horrible grey plastic trim; on my E92 I had these hydro-dipped in carbon and it looked awesome, so that's what I'm going to do here.

After a quick search on Google, I gave the guys at Kent Custom Dipping a shout, and it wasn't long before I was inside the E91 pulling out the trim, before sending it all their way.

There are two reasons I decided to use Kent Custom Dipping: one is because they're local... and the other? Because, quite simply, they are bloody brilliant at what they do! As I type these words, chief dipper, Paul, is getting busy prepping them for the new finish, so hopefully, by next month, you'll get to see the transformation.

You'll also see that I've taken pictures of a genuine BMW carbon steering wheel. Well, this was a bit of an impulse buy on eBay. I stuck a cheeky £20 bid in, forgot about it, won it, and was then amazed at what a bargain I'd got. It's a proper bit of kit and similar items have been fetching well over £400! As you'll see, the original leather has been pulled off, so I've sent it off to Edge Automotive in Rugby to retrim the sides in black suede. Edge specialise in steering

wheel retrimming and can turn the job around in 48-hours. I literally can't wait to see the finished item, it's going to look proper plush alongside the freshly dipped interior that will complement it perfectly.

Next on the list is to look at suspension and wheel options, but I'm already feeling a set of 19s for the BM; it's good to be back!

THIS MONTH

Parts

Steering wheel retrim £150
Hydro-dipping £350

Total £500

CONTACTS

www.edgeautomotive.co.uk
www.kentcustomdipping.co.uk

NEXT MONTH

Return to sender. Hopefully the postman will have been!

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The beefy B7 awaits some love from Bath Audi

GLENDA'S AUDI RS4

A TRIP TO BATH AUDI FOR SOME MUCH NEEDED TLC...



First off apologies, as I've been pretty AWOL when it comes to projects updates the last few months, but that doesn't mean I've not been on the case with parts.

I've recently got my mitts on a set of KW Suspension Variant 1s, so I can finally lower the RS4, plus a stunning new doubleDIN DMX7017DABS headunit from Kenwood, so I can actually listen to something other than Radio 1 and old CDs. Now, admittedly I had planned to have at least the headunit fitted, but I've had a few weeks laid up on crutches (don't ask!).

Fortunately, I could just about drive in time to get the RS4 to Bath Audi for its annual service and MoT. I have to admit I'm not usually one for using main dealers for servicing, but the RS4 came with full Audi service history and with cars like this, service history is everything when it comes to selling it on. Don't worry I'm not thinking of selling anytime soon, but when the day comes, it will help the car keep its value.

As I currently write this, I'm actually sat fingers crossed (*how did you type this then - Jules?*) in Bath Audi, drinking posh coffee and watching the RS4 being MoT'd through the viewing window into one of the cleanest workshops I've ever seen. So... how did she

do? Well, the old girl passed with flying colours and with just one advisory for a tyre pressure sensor. And how is this for service – I got sent a video email via 'Audi Cam' to show me the problem, so if I'd left my car at their workshop I could see the fault for

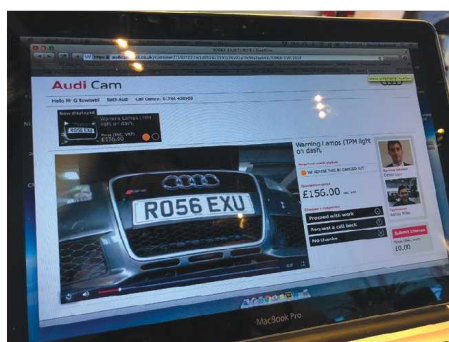
myself. Clever eh?

Anyway, the car is now ready for the year ahead and hopefully by the next issue I'll be back with some mods. A big thanks to Daniel Gurr and Ashley Miles at Bath Audi for looking after the RS4, and me, so well.





Workshop is proper posh



*Time to catch up on
some work*



Branded froth – nice work!



SPENT THIS MONTH

Parts

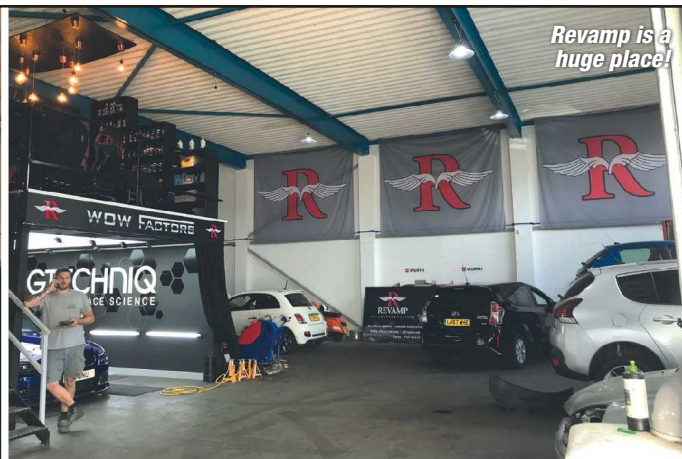
Audi Interim Service £350
MoT £50

TOTAL £400

CONTACTS

Bath Audi

01666 718309
www.audi.co.uk
www.monmotors.com/audi/



MIDGE'S TT 225

HE'S FINALLY DOING SOME STUFF WITH HIS OWN CARS? BLIMEY!



OK, so here come all the excuses; the usual old fanny because, apart from washing 'em a few times, I haven't done very much to my projects at all. There have, of course, been one or two shows to attend recently, and much of my 'spare' time has been spent working on the giveaway 350Z. Oh yeah, I have a job on a magazine too – that kind of gets in the way sometimes. So yes, both the Beetle and the TT have been a little neglected of late. I've been hanging my head in shame for months.

So, where have we actually got to? Well, there's nothing to report on the Bug thus far, apart from the fact that the matching interiors for that and the TT have been ordered and the bods at Cobra are busy doing their thing. I've finally decided on a colour though, it's that Petronas teal greeny-looking hue (and here's a sneak preview of one of my seats), I'm sure Mr Hamilton would be most proud.

On the TT front, at least, I finally got my arse in gear this month, and by that I mean I had ten minutes to drop it off at Revamp Autoworks in Orpington, so they can sort out my wrap. You may remember that, after five years or so, a few bubbles and cracks have appeared on the rear quarters and the

front wings. The tailgate was also in a pretty sad state, so I called head honcho Byron to see if they could help me out. I'd never been to Revamp before, but have heard good things about their wrapping skills from plenty of local boys. So first I thought I'd pop in and check out what they're working on. Everything as it turns out. Let's just say I was a little surprised because they're not just wrappers as I'd imagined, in fact they do the bloody lot. Bodywork, paint, detailing, paint protection, tyre fitting – you name it – they do it all under one massive roof. Their gaff is impressive to say the least! No surprises that I was back the very next day to drop off my TT, so they could kindly squeeze it in between other jobs.

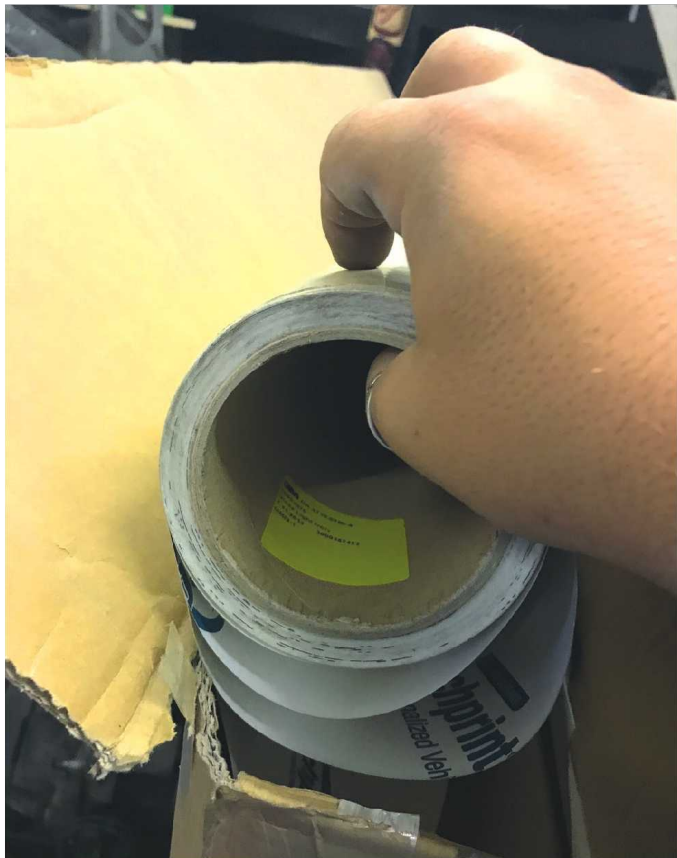
I still had quite a bit of vinyl left over from the first time I wrapped the car, and I've got no intention of changing the colour – ever, so I dropped that off too. I have to admit I never realised that vinyl has an expiry date though and after a few years most of them tend to go brittle and can't be used. I was pretty worried about a new batch being a slightly different colour but, luckily, Ben (Revamp's wrapping aficionado), tested some of mine and said it was still perfect. After half a decade on the shelf too, this 3M

gear must be bloody good stuff, eh?

Although, let's face it, it doesn't get tested to this extreme very often because most project cars come and go in that time (*unless they're yours, because you keep them forever! – Jules*), or simply go in for a colour change.

A few days later, the guys got to work; I know this because I was treated to a few pictures, accompanied by a text saying 'hahaha, I thought you said it was totally straight under there?!' To be fair I thought it was, but 5-years is a long time, I have trouble remembering what I was working on last week. Good job they're also a body shop, eh?

Anyway, the Revamp boys are getting on with the job as we speak, and that means I'll have the car back well before TRAX, leaving plenty of time to do a few tweaks and get it on the FC stand along-side the Bug, which will be fully painted with its new interior... I hope. In the meantime though, I thought I'd better get some rubber wrapped around the Vossen stunners that have been sitting in my workshop for months... so naturally I dropped them off at Revamp too. I've got a feeling these poor buggers are never gonna get rid of me!



Some TLC was required



Tasty Vossen goodness



Bespoke Cobra seats

SPENT THIS MONTH

Parts

Wrapping £Nothing yet
Tyre Fitting £Nothing yet

TOTAL £Cheap month, yay!

CONTACTS

Revamp Autoworks
www.revamp-autoworks.co.uk
Cobra Seats
www.cobraseats.com



WILD CARD: HILLMAN IMP Words Dan Bevis Photography Dan Pullen

UNION

This low-down 1976 Hillman Imp is more than just a show car. It's a dirty-fingernails union of first car, project car, family car - James Williams has gradually built it up over the years - and now it's one of the coolest retros on the scene...

76







"I knew my first car had to be something old and different..."



Gather round, little ones, and let me tell you a tale. It's about the 1990s, the time of New Labour, the Britpop wars, fluorescent shell-suits, and Baddiel & Skinner erroneously suggesting that football was coming home. Your reporter had just turned seventeen and bought a Vauxhall Nova; all my friends either had Novas, Peugeot 205s, Ford Fiestas or Renault 5s – mid-eighties hatchbacks were what everyone drove. Except, that is, for my mate Pete. No, Pete bought a Hillman Imp, and was widely mocked for it.

A bog-standard 1975 model, it was rusty and a bit smelly and an obvious target for ridicule... except that, as it turned out, he had the coolest ride in the school car park. It had a hole in the exhaust so it sounded like a race car, and you could run it for a week on a fiver's worth of four-star. You could park it in a supermarket trolley bay and climb out of the opening rear window. One time he went too far up a banked verge on a single-track country lane after a lorry unexpectedly appeared, and he rolled it onto its roof... and he just climbed out, pushed it back onto its wheels and drove off again. Pete's Imp was indestructible.

Turns out he was onto something long-term as well, as the current enthusiasm for Imps on the stance scene demonstrates. This weird little rear-engined curiosity has weathered the ridicule of ages to emerge into the warmth and splendour of twenty-first century desirability. More and more of these brilliantly strange little cars are being rescued, restored, and modified in contemporary fashion. Turns out they look pretty mean when their sills are touching the floor.

There are a few infamous Imps doing the rounds nowadays, but the one you see here is definitely our favourite – the race car vibe, the Martini stripes, the ultra-premium interior, the way it sits, everything

Braaaaap!



about it is thoroughly Fast Car. We just had to corner its owner, James Williams, at TRAX Donington to find out the full story.

"It's the first car I've properly owned," he explains. "I had another Imp before this one but never drove it; it was in need of too much work and I didn't have the skills. But my annual holiday as a kid was always to the Saab Owners Club weekends, so I always had a love of classic cars, and I knew my first car had to be something old and different. Something that would stand out. My parents were always into Saabs but I knew the insurance would be too much, so I narrowed it down to three choices: Vauxhall Viva, Triumph Dolomite, or Hillman Imp. My dad had an Imp, and I used to play with a model one as a child, so I was already swaying that way... and then one year we went to the NEC Classic Car Show, where I saw Brian Gomm's well-known Imp and fell in love. Plus, unlike Minis, I knew I could make the Hillman a one-off!"

Solid reasoning then, and also thoroughly laudable intentions – James wanted a classic, but not in a cloth-cap-and-elbow-patches way. He wanted something to modify. And that's exactly what's happened!

The car was found on eBay for a grand, which seems like a bit of a bargain given how the values are going nowadays. The engine was tired but it ran OK, the bodywork was a bit tatty but not unsaveable, and the interior only had one seat in it and nothing else, but that was alright as James is a trimmer at Auto-Trim in Leicester. All in all it seemed like a decent base for a project. And it's a cooler first car than just buying an anonymous base-model hatchback, right?

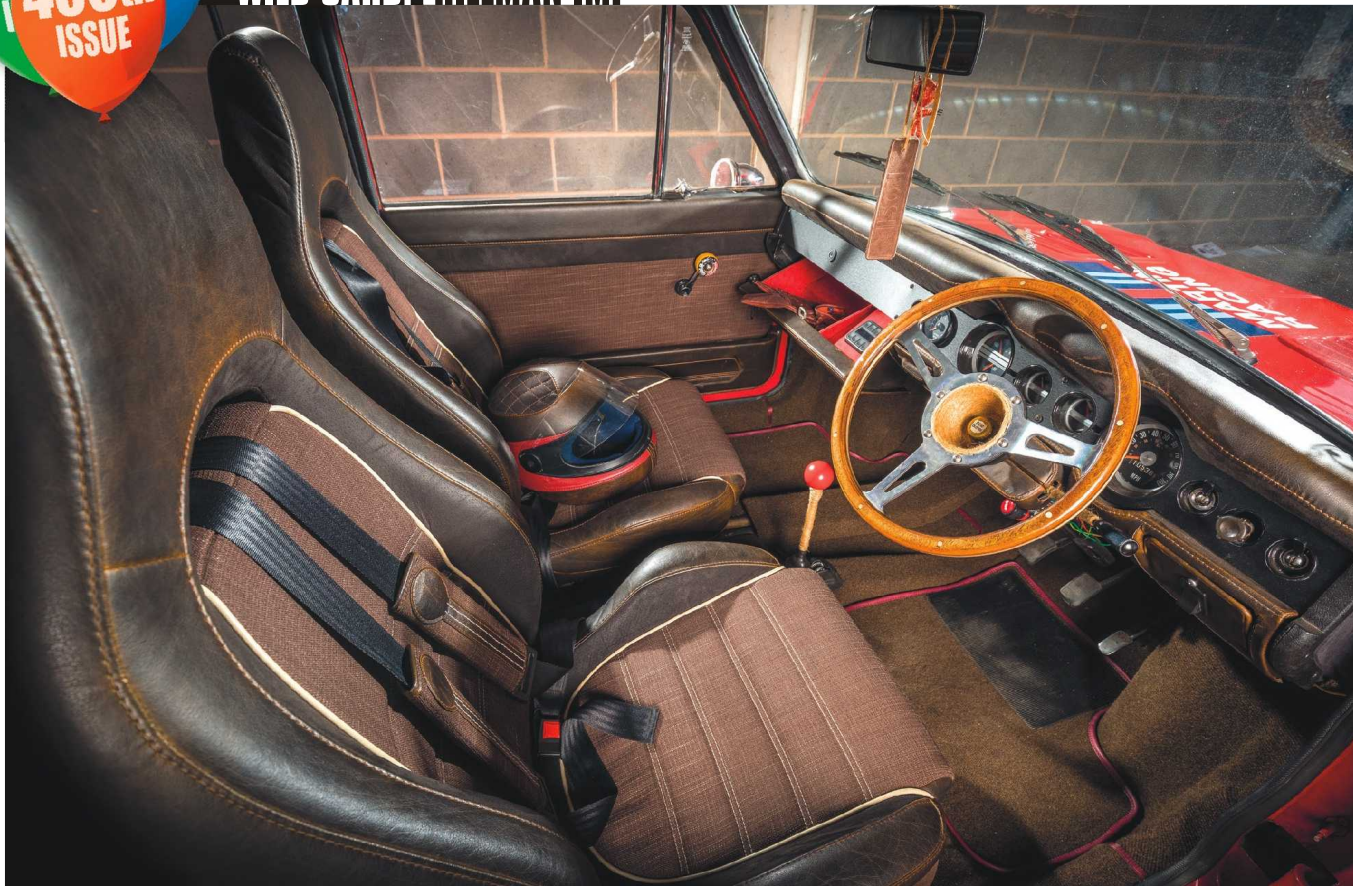
"It already had the Group 2 wide arches and front spoiler, which drew



Check out the stencilled art on the inner wing



Suzuki GSXR-600 throttle bodies



me to it as I'd never seen them on a road car," says James. "The guy was a fellow Imp Club member who ran out of room for it."

Naturally one of the first things James wanted to do was to make it more powerful, as he's a solid gold ledge and that's just how he rolls. So the dinky 875cc motor was duly delivered to an ex-Rootes apprentice and renowned Imp tuner by the name of Ben Boulton; he bored it out to 930cc, lightened and balanced the engine and flywheel, and slotted in some racier cams to help the teeny tearaway keep up with the traffic.

With that job ticked off the list, James was keen to tackle the car's innards. "The seats are from a Suzuki Swift," he tells us. "After one job at work for Fairline Yachts, we had a lot of leftover material which I used to trim these seats – it's brown marine vinyl that changes and seems to age when stretched, and looks like a bomber jacket!" The rest of the interior has been trimmed to match – the dash, the air install, the works – and it's probably safe to say that this is the poshest Hillman Imp interior the world has ever seen and a testament to Auto-Trim's workmanship. (He's always changing his plans though, it's the nature of being a trimmer; don't be surprised if this car has a Singer Porsche-style interior next time you see it...)

There's no point having a stunning interior wrapped up in a ropery exterior of course, and James was keen to ensure that his one-off Hillman snapped as many necks on the showground as possible. Having dabbled with three or four sets of wheels, he decided upon these dishy Weller steels – and it's worth noting that they're 8-inches wide, which may not sound a lot to drivers of modern cars, but that's a



Actual gloves in a glove box!

hell of a lot of girth to ram into a tiny Imp, even with wider arches.

"For the colour scheme, I took inspiration from my favourite F1 car – the 1976 Brabham BT45," James reveals. "I love the red paint with the Martini stripes, which tie in nicely as my Imp is a 1976 car, and I thought it'd be a great way to give the thing a period Touring Car vibe." An unusual mash-up of racing formulae, but it totally works, particularly given the body treatment that was inspired by Japan's shakotan street-racers. A good friend, Johnny Mak, made up the custom steel ducktail spoiler for the engine lid, and the slightly gawky front indicator/sidelight units have been replaced with custom round lights. "I only know of one other Imp whose owner has done this," he says, "and they're oval and too small – so after lots of research I found Range Rover foglights with custom LEDs in a perfect size, and Johnny nailed it again!"

It was the 2017 show season that proved the turning point for the build, in two key areas, as James drew inspiration from the scene and decided to go all in with air-ride. He fitted an Air Lift Performance set-up which, after years of driving a super-low, super-stiff Imp, now allows him to roll in comfort to shows before dropping it the floor. Under the instruction of Imp-customising kingpin Rob Cumberbatch, James and his mates Chris and Ben managed to install the whole system in a day.

The other significant change around this time was the addition of fuel injection. With the car not seeing a huge amount of regular use it was becoming unreliable, but this has been rectified thanks to some more modern fuelling, a set of Suzuki GSXR-600 throttle bodies, and a Canems ECU. It now starts first time every time, and runs as sweet as the proverbial nut.

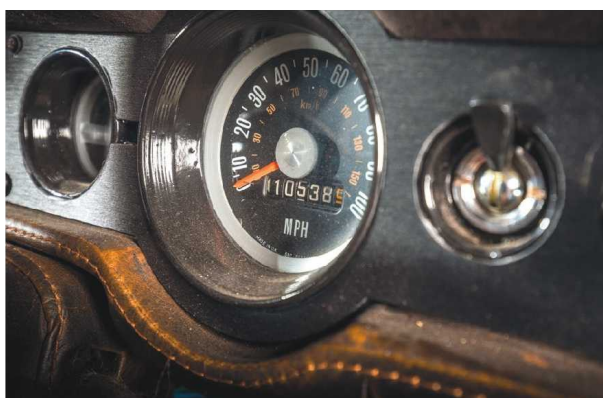




“I took inspiration from my favourite F1 car...”



Auto-Trim System can trim anything, even race helmets!



STYLING:

Group 2 Imp arches and front spoiler, custom-made rear ducktail and round front indicator/sidelights, fibreglass bonnet with Cosworth vents, Martini racing stripes, clear rear indicators

TUNING:

Rear-mounted 875cc four-cylinder – bored out to 930cc, R17 cam, fully lightened and balanced, Suzuki GSXR-600 throttle bodies with danST Performance Engineering trumpets, Canems ECU, front-mounted Ford Fiesta radiator, Hornet exhaust, electric fuel pump

CHASSIS:

8x13in ET-10 Weller Supersport steels, 175/50 Nankang AS-1 tyres, Air Lift Performance air-ride with V2 digital management, front disc brake conversion

INTERIOR:

Suzuki Swift seats trimmed in bomber jacket-style marine vinyl with tweed centres, dash, doors and air-ride box also trimmed, glovebox in red Alcantara with Air Lift controller mount, dash centre wrapped in black brushed effect, tartan headlining


THANKS:

"Barry Cole for all hours of teaching me to work on the car, allowing me to do it myself and his endless parts supply, Auto-Trim Systems (www.auto-trim.co.uk) for all your trimming needs (and employing me!), Thrussington Garage (East Goscote) for all the help with the fuel injection and keeping it running, Rob Cumberbatch for all the help with the air-ride and advice, Johnny Mak at Merkymen for his amazing bodywork skills, Barry Cole Spares Ltd, dad and his towing skills – and for getting me into cars, and the wife for letting me out a few Sundays a year... and for still marrying me, even though Rosie the Imp comes first!"

Air install has a rustic feel to it

It's fair to say that the reactions to the car are unanimously positive too, from the older drivers who used to have one, to the younger enthusiasts who've seen Imps at shows and still aren't quite sure what they are. "For the first five or six years it was my daily driver, but after getting married, buying a house and having our daughter, Bella, it's become a show car," says James. "Before that it was used for everything including holidays; me and my wife Vicky have taken it to Scotland, the Isle of Wight, Wales, Devon and more, always with the car full of camping gear. The Imp's known as Rosie and is one of the family – often people will ask how Rosie is before they ask about Bella!"

This isn't just a cynical show project built for likes and shares, but the ultimate first car with an endearing and growing family history; sure, the classic car purists will turn their noses up as it isn't how it left the factory, but life's too short for that sort of nonsense. As James points out, if he's rekindling an interest in Imps that leads to more of them being saved, that can only be a good thing.

And what it ultimately proves, more than anything else, is that my old mate Pete was correct back in the nineties: Imps are cool. That's just a fact. And James's Martini Imp is just about the coolest of them all. 

It's all about the ducktail...



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DOUG HARTIE'S LEXUS IS200 SPORT

FC says. We are absolutely loving Doug's home-brewed Lexus IS200, not just because it looks the part, but because Doug has got stuck in with his mate Dan, and bolted a supercharger from a Merc SLK to the Lexus's 2.0-litre engine – and it took them less than a day! Fair play, lads! The primary reason Doug chose the IS200 was because he loved the shape of the car, and now,

with 220bhp on tap, he loves the way it drives and sounds, too.

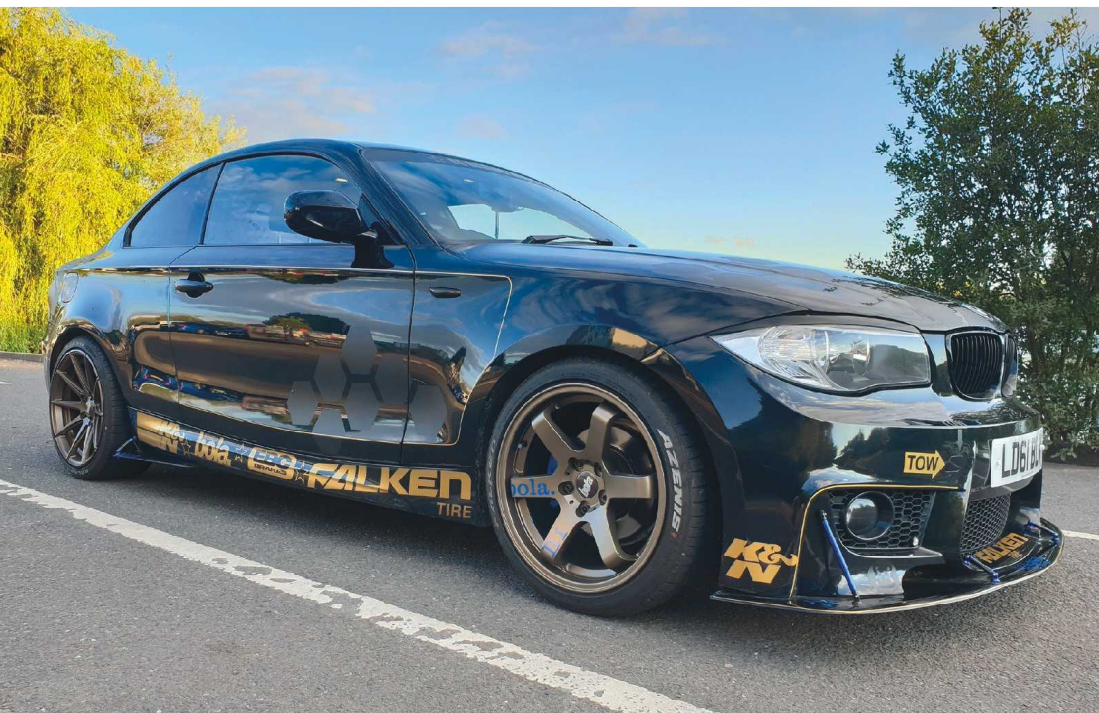
The car received lots of attention at Incarnation, Brighton, and Tunerfest at Brands Hatch, and we're not surprised with the lairy livery it now boasts. "It's clearly a very Marmite car," says Doug. The good news is, we love Marmite here at FC. Get the toaster on.

SPEC: IS200 SPORT

MAIN MODS

Dalyama adjustable coilovers; Toyo Proxes tyres; Inovit alloys; Eaton M62 supercharger from a Merc SLK 230; 1zz injectors from an RX-8; Patrick's Black Box fuel cut defender; 2.25-inch pipe work; TTE copy cradle; 145mm pulley; various parts hydro-dipped.





DAVID GERHARDT'S 1 SERIES

FC says: Who remembers David's rather nuts Z3 from September 2016's Readers' Rides? Well, we certainly do; how could anyone forget the crazy sticker-bombed creation? Anyway, David's back with his new E82 project, and if this latest build is anything to go by, we reckon David has chilled out a fair bit in the last couple of years.

Although his 1 Series follows a more orthodox

approach to modifying, he's still got that eccentric flair; this time in the form of running a cocktail of Bola rims front and rear and a few trademark stickers too. A tasty splitter graces the front end too.

David reports that, so far, his BMW chums all prefer this build to his Z3 and we'd have to agree with them. Top work.

SPEC: 1 SERIES

MAIN MODS

8.5x18-inch Bola B1 front wheels, Bola CSR 9x18-inch rear wheels; Falken tyres; K&N induction kit; twin-exit racing exhaust system; remapped; front splitter.



JAMES MONAGHAN'S ZAFIRA VAN

FC says: We're loving the fact that James has taken the Vauxhall connoisseur's family favourite, the Zafira, and turned it into a van. Who needs rear doors and windows anyway? Apparently there's only two in the world, and we've never seen another one, so we reckon that's about right.

James has been reading FC since the age of 14

and he's put all those years of inspiration to good use here, with decisive mods like the crackle-matt paint finish that takes this Zafira to the next level.

James tells us that it is a dream of his to have a picture of his car shared on our facebook page; well we hope we've gone one better by putting it in print!

SPEC: ZAFIRA

MAIN MODS

Full van conversion, including welded rear doors; 16-inch Lenso BSX alloys; stainless steel exhaust; crackle black matt paint job.



ELLIOTT GOULD'S SCIROCCO R

FC says: This stunning black Scirocco R is Elliott Gould's pride and joy and he confessed to us that he probably spends too much of his time cleaning it using his favoured Meguiar's products. But we have to disagree - you can't spend too much time cleaning your car! Anyway, onto the modifications...

Beefing up the front end is a Maxton Design front splitter, while the car is given even more aggression with the powder-coated black rims.

Next up for the 'Rocco is a trip to the remappers as Elliott is hoping to take the car to Stage 1 fame, and up the power from an already healthy 265bhp to over 300.

"I'd really appreciate a feature in your magazine, as it's a magazine I have followed since getting into the whole car scene. Seeing my own car in it would make my day!" Explains Elliott. Well, consider your day made! The pleasure was all ours.

SPEC: SCIROCCO R

MAIN MODS

Maxton Design front splitter; wheels powder coated gloss black; LITEC Dectane rear lights; Eibach lowering springs; black VW badges; custom straight through exhaust; flappy paddle extensions.



SPEC: SAXO VTS 16V

MAIN MODS

Fully smoothed dash and interior; carbon door cards; half roll cage; false floor; OMP buckets; TRS harnesses; poly-bushed suspension; Gaz adjustable shocks; 266mm front brake conversion; braided brake lines; smoothed front bumper; Team Dynamics Pro Race 1.2s.



BEN CREASEY'S SAXO VTS

FC says: Our mate Ben is back from a couple of years ago, and we are pleased to announce that he's stuck with his trusty Citroën Saxo and made it even better than before.

Since its last appearance in issue 371, Ben has swapped out the old wheels for sportier Team Dynamics multi-spokes, and carried on with his

customised interior and dash, not to mention swapping the standard front seats for some tasty OMP buckets while also bolting in a roll cage. That's what's called progress and we've got a feeling Ben hasn't finished yet. We're already looking forward to your 2020 Readers' Ride submission; keep up the good work.

SHOW US WHAT YOU'VE GOT!

Here's your chance to show off both your ride and your photography skills in the pages of FC. To enter your car just open a fresh new email, put 'Readers' Rides Submission' in the subject line and send us a few pics of the best bits (larger than 1MB with no ghosting or logos, and you must have the photographer's permission) along with a short spec and a paragraph telling us why your motor deserves to adorn these hallowed pages. Pop the whole lot over to jules.truss@kelseymedia.co.uk and we'll do the rest.

ARSE END

Quotes of the Month:



Jules: "What are you having for lunch."
Midge: "A dairylea Dunker and pickled onion Monster Munch."
Jules: "Are you six years old?"
Midge: "Only in my mind."

Midge: "Your 6-foot tall, right?"
Jules: "I'm 5-foot-11, I'm only 6-foot when I lie down with a hard-on."
Midge: "But of course you are."
Jules: "Because of my massive cock."
Midge: "Yes Jules, I did get it."



Initial G: "You look different."
Midge: "I had a shave."
Initial G: "Ah that's it, you look like a fat Bruce Willis."
Midge: "Thanks, I'll take it!"



Issue 400

Yep, we made it, 400 whole issues! But, what gems have the current team learned over the past decade or so? Jules (211 issues) can now change a tyre (or afford to get someone else to - Jules), Glenda (172 issues) swapped his razor for writing his own HTML code. Initial G (155 issues) has actually survived this long, which is a feat in itself, and Midge (185 issues) can do... well, not much, but stick a can of Red Bull to his bald nut. Epic stuff lads, imagine what you can achieve over the next 400 issues!



Modify everything

Everything is better modified, right? Normally we'd agree but, for the foreseeable future at least, we'll mostly be laughing at Midge's "totally legit" modified trainers. Of course, messing with a set of Adidas NMDs may be a bit like drawing a 'tash on the Mona Lisa, but it just goes to show that you can find anything on eBay... and that Midge will wear absolutely anything with a label, dodgy or otherwise.

Hmmm, helpful

Never let it be said that our G doesn't share the love with our colleagues on other smaller motoring publications, he's rather nice like that. So, when a BMW magazine asked if he had a good quality press pic of an M4 he was more than happy to oblige with this one. Still, it's better than his picture of the M2, it's nothing but roadworks.



TOP 5 VIDEOS

CHECK OUT MORE @ WWW.FASTCAR.CO.UK



SLEEPER CIVIC

Just check out this ballistic little EG, you'd never know it's rocking 500bhp under the bonnet. And that's the point! <https://www.fastcar.co.uk/videos/budget-build-500bhp-honda-civic-eg/>



SLANT-NOSE

We just can't get enough of Matt Clifford's amazing Flachbau FC cover car. Here's a top vid of one awesome build! <https://www.fastcar.co.uk/videos/flachbau-porsche-997/>



ART OF SPEED

We couldn't afford to go jetting off to Malaysia at the drop of a hat but, judging by how cool this one looks, we wish we bloody had! <https://www.fastcar.co.uk/videos/art-of-speed-malaysia-2018/>



Text of the Month:
Believe it or not, Initial G was young once, too. His dress sense still hasn't improved...



One for the ladies!

Ever wondered how rather 'manly' car magazine editors relax? Ever felt the need to know why FC is so damn good? Well, we won't tell you - we'll just show you. Yep, the hardcore of the British modifying scene love nothing more than a pampering on the company credit card. And, yes, they should be bloody well ashamed of themselves! Street-cred used to be everything in this game...



Working hard then?

Even though the boys are spread around the UK nowadays it's good to see that they never mind getting along to 'help' Jules direct his crucially important photo shoots. And always with such professionalism and without any dicking about whatsoever. Honest. Still, at least G was in the office working hard, bless him.

Quiz answers...

1) Glenda, 2) 2026, 3) Slim Jules, 4) Midge (or was he), 5) £1.10



RAPID LEXUS

You don't see too many Soarers nowadays, which is a shame because they still have massive potential. Just check out this 800whp monster for starters!
<https://www.fastcar.co.uk/videos/800bhp-lexus-soarer/>



GATEBIL

The craziest show in the history of the universe? You're damn right it is! Hold on to your bollocks, because here's the proof...
<https://www.fastcar.co.uk/videos/gatebil-official-aftermovie-2018/>

BLAST FROM THE PAST ISSUE 200 JUNE 2003

In this very issue 15 years (and five months) and 200 issues ago...

- It's the half-way point in the story of FC (so far)...
- The cover car, well, wasn't a car at all. But it was shiny.
- Modifying was a different game back in the noughties and headlight swaps were all the rage! Accord with Skyline lights anyone?
- Another thing that was all the rage was ladies in magazines, that was before you could get Pornhub on your smart phone... or before they actually had smartphones, or masturbation (probably).
- Lexus lights? In our products section? Yeah, we're pretty sorry about that.
- 2 Fast 2 Furious hadn't come out yet, although we don't remember Vin Diesel ever looking like that. We're looking forward to seeing Fast and Furious 37 when our 600th Issue is on the shelves.



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Welcome to TRAX 2018!

Inside this handy show guide, you'll find all the vital info you need to ensure you have the very best experience from the Ultimate Performance Car Event! From the useful map and event timetables, to the What's On section that takes an in-depth look at TRAX's main attractions.

Once again TRAX is being held at its traditional residence – Silverstone circuit, home to F1 and the UK's flagship motorsport venue. This obviously means one thing... lots and lots of track action. Hit page 141 for a full timetable of the track sessions, but whatever you do, make sure you're trackside for the legendary BDC drifting and other dedicated demos.

While the circuit shenanigans are an integral part of the show, there's a whole heap of other attractions taking place on the infield; from Fast Car's mega #400 display, to other dedicated magazine show areas, and the ever-popular Supercar Paddock, which has a Liberty Walk presence for 2018.

Not forgetting the huge trade area which is set to be the biggest in the show's illustrious history. Just make sure you don't forget your wallet if you're planning on treating your car to an early Christmas present.

Enjoy the show!

The Fast Car Entertainment Crew



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What's On 124

This year's main attractions including drift demos, the Fast Car #FC400 display, and the biggest collection of Liberty Walk cars anywhere in Europe.

Retail Spotlight 132

We catch up with this year's headline sponsor MMR Performance, get some track day tyre advice from Nankang, and take a look at what Euro Car Parts are bringing to the PVW Paddock.

Timetable 141

A full rundown of this year's static and track action, where to go, and what time the events are taking place.

Map 142

Silverstone is a big place and it feels even bigger when 15,000 people pay a visit during TRAX. Make sure you know where you're going with this handy map.



WHAT'S ON

WHAT'S ON @ TRAX

THE ULTIMATE PERFORMANCE CAR EVENT
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Track Time Sponsored by



Want to give your beast a spin around one of the most famous race tracks in the world? Of course you do. TRAX allows you to grace the hallowed tarmac of Silverstone in front of thousands of people with 20-minute track sessions and it doesn't matter what level of experience or skill level you are – there's something for everyone.

Whether you're an experienced track driver or you've never set foot on one in your life, you can get the ride of a lifetime by following in the tyre tracks of some of the biggest names in motorsport. We have three classes:

Novice: for drivers with little / no track experience

Intermediate: for drivers with some track experience

Advanced: for drivers with extensive track experience

Not only that, but the track has been resurfaced for 2018, so you can expect a mind-blowing driving experience at the 'British Home of Motorsport'.



Tyre Challenge Sponsored by



You might never truly understand the pressure of having to change an F1 tyre in just 10 seconds but if you think you'd be a natural, here's your chance to prove it.

The tyre challenge mission is simple: change a Nankang tyre in the quickest possible time using the equipment provided. We'll give you everything you need, from an airgun to loosen off the bolts to axle stands to hold the car up, then it's down to you!

To sign yourself up, just head to the challenge area and give us some details, and we'll announce the winner at the end of the day. **Good luck!**

Audio Village Sponsored by VIBE Audio

Get ready to feel the noise in the Audio Village sponsored by VIBE Audio – a specially dedicated area where ICE specialists will be showcasing their awesome product range. If you're looking to upgrade your car stereo system, there's only one place to look.

VIBE Audio will also be putting their truck's famous bass tunnel through its paces and there'll be loads of competitions running throughout the day, too.

You'll hear them before you see them, so be prepared for an ear-blasting!



Photography

Want to make sure you have a permanent reminder of your TRAX experience? Fear not, because we've got plenty of ways you can take home a memento from your day.

The good guys from Photography UK are back to snap you and your car upon arrival and they've got on-site printing facilities, so you can head over to see them in the retail village to get your print. You have a choice of sizes and frames so make sure you go and check them out.

Blue Pig Photography are also at TRAX and they're offering the incredible opportunity to have your car on the front cover of either Fast Car or Retro Cars magazine. For just £40, they'll come and snap your car, choose the best three images and put it onto a personalised front cover for you to take home.

Pre-booking deadlines apply or just visit their branded tent next to the signing-on office during the event.



The TurboSmart Sprint Test

The TurboSmart Sprint Test is brand new to TRAX and it's all about one thing... speed!

The Sprint Test gives you the chance to line up on the legendary Silverstone circuit to go for the fastest sprint of the day, with the winner getting their hands on the TRAX 2018 Sprint Test trophy. The premise is simple: line up, put your foot down, and go as fast as you possibly can.

There are prizes in FWD, RWD and 4WD categories and you can get unlimited runs for just £20, or if you want to feel the pressure you can get three for £10. You can sign up online on the TRAX website or on the day at the Sprint Test tent.

Are you up for the challenge?



Win a Nissan 350Z

You come for a day out and leave with a new car. Sounds pretty cool doesn't it?

That's the reality for one lucky person as we'll be giving away a Nissan 350Z for someone to drive away on the day, and what do you have to do to be in with a chance? It's easy, head over to the Win A Car tent, give us some details and pay just £3 to enter. **Good luck!**



Magazine Paddocks

The magazine paddocks are back for 2018 and this year we've got four exclusive paddocks, and YOU can be a part of them.

For just £3 a ticket add-on (separate entry ticket required), you can rub shoulders with the editor of your favourite magazine and pitch your car alongside their incredible feature cars. And to mark the occasion we're also giving everyone who enters one of these exclusive paddocks an exclusive plaque.

The four magazine paddocks are:

- Fast Ford Paddock sponsored by AET Motorsport
- BMW Paddock sponsored MMR Performance
- Retro Japanese/Banzai
- Performance VW Sponsored by Euro Car Parts (see p130)

They'll have some awesome displays and some incredible feature cars to check out, so hunt them down and give them a visit.

Show and Shine Sponsored by Auto Finesse

The Show and Shine paddock is always a must-see at TRAX and this year is no different, bringing together some of the coolest cars across the country as they go head-to-head to win the prestigious Show and Shine 2018 winner's title.

You'll see a vast array of cars lining up and we've had hundreds of entries over the last few months, but our team have somehow managed to whittle it down to just 20 cars and they'll be proudly displayed in the exclusive Show and Shine area (see map) for you to run your eye over.

Head over and have a look, and don't forget to stick around for the announcement of the overall winner at 12.30pm on the day.



Drift Demos

The awesome British Drift Championship will once again be back at TRAX doing what they do best – smoking tyres and turning heads!

The guys from BDC will be heading out on track for some full-throttle demo sessions throughout the day and when they're not sending it sideways they'll be hanging out in the dedicated BDC pit area by the Brooklands building.

They're looking forward to meeting as many people as possible so go and say hello, have a chat, get a selfie, and show them some love.



Club Displays Sponsored by MMR Performance

It just wouldn't be TRAX without our clubs and this year you can expect to see even more than ever with over 4,500 cars on show.

Clubs are the heart and soul of the show and our dedicated Club Display areas will see some of the finest performance cars come together to put on some epic displays. Whether it's flawless classics you're into or fire-spitting track cars, the Club Display Area has something for everyone.

There will, of course, be a competitive element to it with sponsors MMR Performance scouting all of the Club Displays looking for the winners of the Best Club Awards, so expect to see some really awesome displays.

WHAT'S ON



Retail Village

Fast cars can always be made to go faster and clean cars can always be cleaner, and that's why we've brought together some of the biggest and best names on the scene in our Retail Village.

If you're searching for that elusive missing part for your pride and joy then the TRAX Retail Village is where you need to be because it has everything from throttle bodies to wheels and camshafts to coilovers so you won't be disappointed.

The leading names in the automotive industry will be on hand at the show to answer your questions, showcase their products and offer some exclusive 'end of season' discounts that are simply too good to miss, so check the show map and make some time to head there!

Individual Displays

It's not just the clubs who make a splash with their displays; our Individual Display area is a hotbed for some of the most interesting, rare, and just downright cool cars on the scene.

From sports cars to hot hatches and performance saloons, you'll find it all in one of our most diverse display areas. And for just £2 extra, you can be a part of it.

As well as allowing you to pitch up your car in one of the most popular areas right in the heart of the show, it also gives you early entry access which means you'll beat the queues and get in early.

Please note: Individual Display tickets include entry for you and your car into the individual display paddock on Sunday. Passengers must purchase a separate show entry ticket. The marshals will direct you to the area when you arrive.

Please note booking deadlines apply.



Camping

Why not make a weekend out of TRAX and camp over? Forget the early morning journey, camp over the night before the show with your mates and wake up on site feeling refreshed and ready for an epic day at TRAX. Camping is available to book in advance or you can buy passes on the gate (separate show entry ticket required). Campers can arrive from 12.00 noon on the Saturday to set up camp. The last entry for camping is at 10.00pm.

TRAX camping is located at Whittlebury Park Golf & Country Club, situated next to Silverstone with private paths into the circuit. To find out more head to <http://whittlebury.com/camping/>.

Cars for Sale area

Looking to make a bigger purchase at TRAX? You can find our For Sale area (marked on the show map), where you'll find a whole host of different cars ready to be snapped up.

If you're interested in selling, you can register your car on the show website in advance (deadlines apply).



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#FC400 Display

FAST car



Sponsored by

3M

Fast Car's Car Culture Collection has been one of the biggest attractions and displays at TRAX over the past four years but for 2018 it's being supercharged...

As you'll probably be aware, this very Show Guide is part of Fast Car magazine's landmark 400th issue, and as it coincides with this year's TRAX event, the guys and girls at FC Towers have decided to morph the Car Culture Collection into the #FC400 Display. What's different we hear you cry? Well, it's going to be bigger, much bigger, maybe even four times bigger!

The team at Fast Car have been busy gathering together the biggest collection of modified cars to ever be on display on one magazine stand! There'll be the very best past, present and future feature cars on display, ranging from track-tuned Evos to restomodded Jaguar E Types and everything in between. Putting on a display of this magnitude isn't easy though and that's why Fast Car have teamed up with wrapping Goliaths 3M.

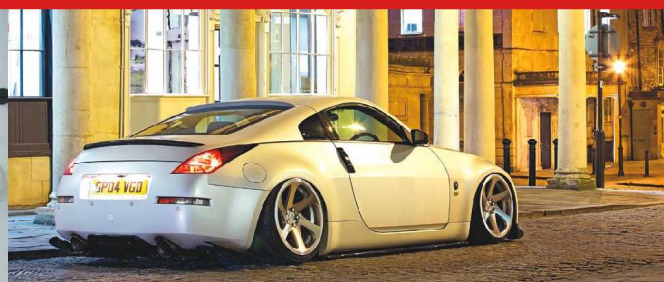
3M has decided that the perfect place to end its 2018 Wrap Tour will be on the Fast Car display – and we couldn't agree more!



The 3M Wrap Tour

In 2018 3M's 10 best vehicle wrappers will be touring the country in the 10 most innovatively wrapped cars of their choice, from GT-Rs to 911s and everything in between. The tour will travel from the Top Gear test track in Surrey, to the Jaguar Land Rover Factory in Birmingham, up to the Baltic Centre for Contemporary Art in Newcastle. It then travels to Landspeed in Nottingham and finishes at TRAX Silverstone, where all 10 of the best wrapped cars in the UK will be displayed in the #FC400.

3M will have a massive presence on the stand and will be handing out freebies at the show, plus there will be details of how to win a wrap for yourself...



WIN A WRAP!

That's right, not only will you get to see the 10 best wrapped cars in the UK but 3M and Fast Car are giving you the chance to win one for your very own car! All the details of this awesome, high value prize will be announced at the show and in issue 401 of Fast Car magazine! Miss it and miss out...



SUPERCAR PADDOCK

Sponsored by



The paddock is exactly as described – a collection of some of the UK's premier supercars and we've got a display that will have your jaw on the floor. From the prancing horse of Ferrari to Lamborghini's raging bull, they'll all be on show and here's your chance to get up close and personal with them.

But how could we top 2017's display? Well, we decided to get The Performance Company involved. These guys are one of the biggest distributors of performance and tuning products in the UK, supplying top brands like Remus, Pipercross, AirREX, Forge and EBC to the automotive aftermarket. But that's not all, The Performance Company is also an LB-approved dealer making it the official European agent of the insanely brilliant Liberty Walk.

James Pearman, Director of The Performance Company, has vowed to pull together the biggest collection of Liberty Walk cars ever seen in Europe. Now if that isn't worth seeing, we don't know what is!

So expect to see everything from rare McLarens to flamboyant Liberty Walk Lamborghinis. Whatever you do, don't forget your camera.



LB ★ PERFORMANCE
LibertyWalk-EU.com



The Performance Company

TPC offers everything from vehicle sourcing to full bespoke project builds, working with clients to create a car to their own personal tastes – any spec is possible, whether it's small-scale or full-custom.

So what if you want TPC to build you a genuine Liberty Walk Aventador like this one – how much is that going to cost you? Well, first of all you'll have to buy an Aventador. (Or TPC can find one for you!) Then you'll be looking at around £34,000 for the full body makeover, plus an additional cost for the colour change which will depend on how extreme you want to go. This car's tuned up to 800bhp, and tuning options start at around £1500. The shouty valvetronic exhaust weighs in at a little over £13,000. Interior retrim options and wheel/tyre options will depend on your preferences. And the top-flight AirREX suspension with the front boot install? That'll be around £7,500.

WHAT'S ON



Like your Volkswagens? You're going to love this...

Performance VW PADDOCK

Sponsored By



Performance VW is one of the most respected magazines in the aftermarket automotive scene. It has a reputation for featuring the best Dubs from across the world. And the good news is that PWV is bringing a bunch of them to TRAX Silverstone...

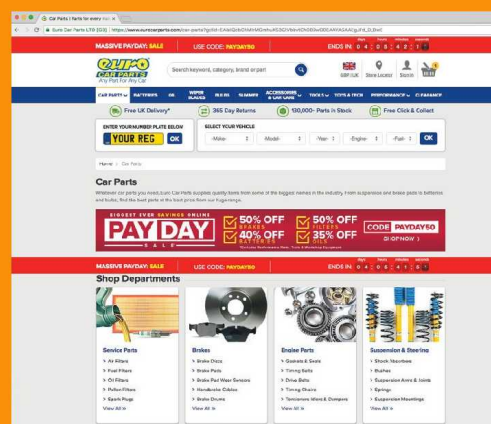
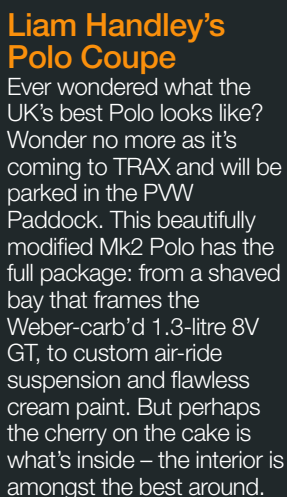
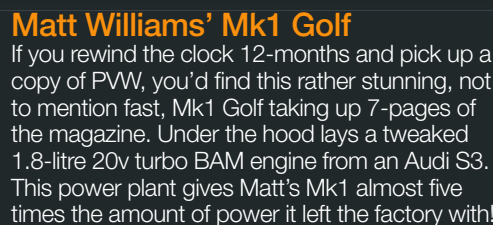


Star Cars



Adam Elvin's Mk1 Golf

This stunning Mk1 Golf was the cover star of September's PWV, with a fully forged, blown G60 Rallye engine. And with looks to die for and an equally impressive interior, it's not hard to see why. Make sure you pop over and take a closer look at this absolute masterpiece.



Euro Car Parts

Taking good care of your car means checking the components for signs of wear and tear and replacing them when necessary. With over 130,000 different parts in stock for all makes and models, Euro Car Parts is your one-stop shop for all your maintenance needs. Whether you need to replace a faulty brake pad, install new headlight bulbs or pick up a whole new body panel, they've got the car parts you need – and thanks to their relationships with some of the automotive industry's biggest brands, buying top quality parts doesn't have to be expensive. Call in to one of their 200 branches around the country or browse the range online. Buying is easy with click and collect in-store, or have your items sent to your door with free UK delivery. Don't forget they sell car accessories and upgrades too: from air fresheners to lowering springs, so go and explore their amazing range!



TRAX
THE ULTIMATE PERFORMANCE CAR EVENT

HEADLINE SPONSORS

MMR
PERFORMANCE

We catch up with 2018's headline sponsor MMR Performance to find out what the company is all about, what's planned for the show, and what makes Director Max Marshall tick...



Q) Hey Max, so it's been a big year for MMR in 2018, what have been the highlights?

A) We have officially launched to the public and attended shows throughout the year with our fleet of demo vehicles and product displays, meeting many fellow enthusiasts along the way. We have also been developing and testing our very own product range in house using our extensive knowledge in this field.

Q) What are your plans for the rest of 2018 and 2019?

A) I'm excited to announce that MMR's own branded products will be available to buy from October, with the full range officially launching in January 2019.

We will also be moving on some of our current development fleet to make way for some new exciting cars.

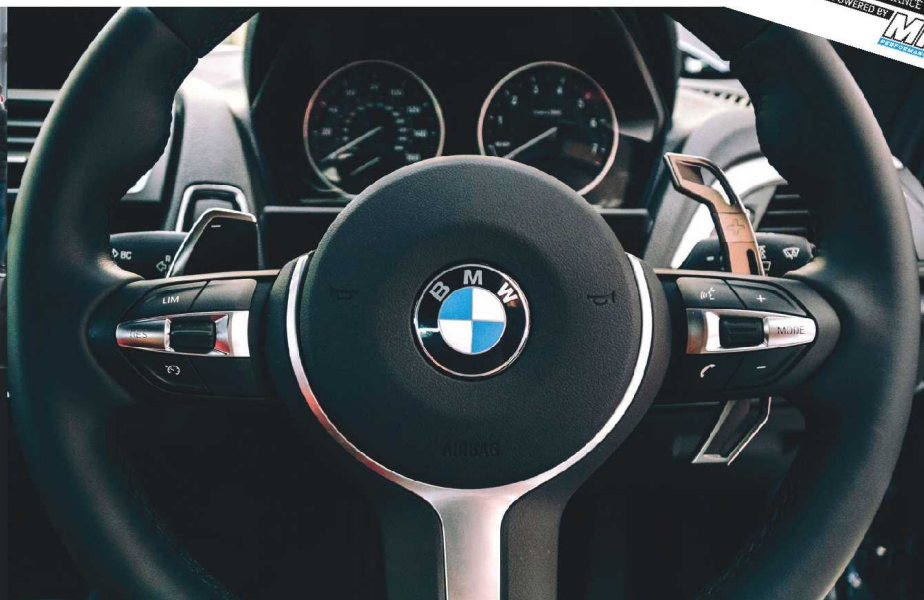
We will be heading out to SEMA in late October to keep ahead of tuning developments. It will also be an opportunity to work closely with the people who will be supplying our products in the US.

Our brand new M2 competition car will also be getting a large number of upgrades, so keep a look out for that on a track near you soon!

Q) Tell us more about Betty and her sole purpose – other than being an awesome demo vehicle for MMR Performance.

A) I started building Betty as a demo vehicle to

promote my single seater racing and to be able to thank my sponsors who have supported me by taking them on track in something exciting. But there is more to me than driving cars at speed around a race track, Betty signifies my passion for working on and setting up vehicles too. After being injured, which halted my racing career, Betty was delayed in being completed. But it has been a great flagship car for MMR and many of the great relationships I have built with suppliers are down to working with them on the build. When we have a little more time, we will try and do more and more events and demos with it, as we know that's what people want to see. I also want to show off the quality of workmanship that has gone into the build.



Q) What made you want to get involved with TRAX and what have you got planned for the show?

A) Having attended TRAX for many years and having a long-standing relationship with the people that make the show happen, it looked to be the perfect show to reveal a bit more about what we do and what we have planned for the future. TRAX is the biggest one-day performance car show in the UK and has been established for such a long time, that I don't feel there is a better show for us to be associated with. We plan to have our full fleet of development vehicles on display, with the majority of our BMWs on our stand in our BMW Paddock area, along with some of our customers' cars on our stand in the trade village. We may be BMW tuners most of the time, but that doesn't mean we don't get other makes and models through the door, from the likes of Range Rovers, Mercs, and VW to Audi, Abarth, and Porsche etc. We also plan to have some of our vehicles on the track and during our MMR versus Fast Car track session.

The Evolution of MMR

MMR Performance Director Max Marshall was born with racing in his blood. From a young age, Max honed his driving skills at his family's old airfield, Max then went on to compete in the British Formula Ford

Championship before moving to the British Formula 3 Championship where he won numerous accolades, including multiple podium finishes.

In 2016 Max decided to put his racing experience and relationships with world-renowned brands to good use by setting up MMR Performance, a tuning shop and garage that specialises in German cars, specifically those of the BMW and VAG variety, with MINI coming soon (they are a Master Distributor for Racingline Performance's OEM+ Software and hardware).

As well as being stockists of industry-leading brands including Bilstein, Eibach, Alcon, Eventuri, Remus, Milltek, and Scorpion, MMR Performance has now started developing its own product line including MMR+ software, MMR Performance paddle shifts and MMR Performance intercoolers. There's plenty more on the horizon too, so keep your eyes on their website for updates and new product releases.



RETAIL VILLAGE



Facilities & Services

Whether you want an informative dyno reading or a complete custom software calibration, the team of master calibrators at MMR are equipped with the knowledge, experience and toolset to ensure an impressive and reliable outcome of your chosen tuning package. Whatever your needs, be it gaining more power or driveability from your car or maybe increasing the vehicle's miles per gallon, a team of expert engineers are on hand to help and advise on the products that are best suited to your vehicle and budget. MMR can tailor services and packages to meet your requirements, whether it be a fast road, race or track car, or an immaculate show car.

The staff at MMR Performance have invaluable experience developing and perfecting engine management software. This experience and knowledge allows MMR Performance to unlock the ultimate results from your vehicle.



Operating in the heart of the Midlands, from its premises at Bruntingthorpe Proving Ground, MMR Performance has the unique advantage of access to a full testing facility including a two-mile straight for acceleration and brake testing. And all of this is just meters away from its purpose-built workshop, boasting the latest diagnostic and fitting equipment.



MMR Also Offer...

- Full fitting service for hardware.
- Tracking, setup, alignment and advice.
- Software Calibration/ Remapping.
- We are on hand to give support via phone or email.

MMR Demo Cars

MMR's flagship demo vehicle is the track-prepped, twin turbo M60 V8 E30 that goes by the name of Betty. The car was first put together back in 2012 to compete in the British Drift Championship, but after lying dormant for over a year, Max decided to rebuild the car in early 2014 and it is finally nearing completion. The spec is insane and we can't wait to see Max back behind the wheel of this crazy BMW E30 again.

To complement Betty, MMR has a range of road-going demo vehicles that all showcase MMR Performance's products, including a BMW 1M, BMW M4 GTS and its very own Racingline Performance Audi S3. The vast majority of these cars can be seen on the MMR Stand at TRAX. They'll also be on track during the MMR versus Fast Car track demo at 12:00 noon. And you don't want to miss that!

www.mmrperformance.co.uk



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GOODRIDGE

We're delighted to welcome Goodridge as the official brake line partner of TRAX. Since 1969 Goodridge has been the world's leading designer and manufacturer of fluid transfer systems. Goodridge engineer bespoke systems for a full range of vehicle fluid transfer applications but is best known for its innovative performance braided stainless-steel brake line kits, fuel, and oil resistant hoses...

Brake Line kits

Goodridge performance brake line kits feature the finest quality hose comprising a PTFE inner liner with a stainless steel outer braid. Goodridge performance brake lines offer flexibility and perfect fit, and such superior resistance to abrasion and corrosion that they come with a lifetime guarantee for as long as you keep the vehicle. Brake line kits are complemented by a comprehensive range of precisely engineered fittings to completely match every OE system. All fittings are designed to fit first time with no need for bending banjos or badly fitting universal parts. Goodridge can also produce completely bespoke brake lines for custom build systems with the same precision technology and benefits.

Goodridge performance stainless steel brake lines eliminate spongy pedal feel under arduous conditions, offering much-improved braking, consistency, reliability and safety. Goodridge hoses do not degrade like rubber lines and do not corrode like OEM lines. Goodridge is the only performance hose

manufacturer that is also a 'tier one' supplier to over 25 worldwide vehicle manufacturers including BMW, Aston Martin, Jaguar, Bentley, Lotus, Triumph, Ariel, Morgan, Caterham and many more. Every Goodridge performance brake line is fully TUV, ISO, TS, ABE, ADR, DOT approved.

Goodridge has 10 locations worldwide and over 250 hand-picked dealers to fully support its customers anywhere in the world. It is a UK established company with a head office still in the UK where Goodridge design, engineer and manufacture its own fittings and components.

Goodridge supplies championship-winning motorsport teams across the globe, including those in the World Rally Championship, World Endurance Championship, Formula One, British Superbikes, and British Touring Cars. At this level, teams only use the best products that enable them to win, rather than products they are paid to showcase.

Innovation and quality underpin every development at Goodridge. With well-established roots in motorsport and a reputation trusted by champions, Goodridge is the only name to consider for fluid transfer systems.

Fittings

The Goodridge range of 236 series fittings are lightweight and reusable, engineered to fit Goodridge 200 and 210 series hose. Aerospace standard triple seal/double O ring nitrile, cutter design ensures a secure, leak free connection every time. All 236 hose ends allow



for alignment with their 360 degree swivel ends and are ideal for use with fuel, oil, coolants, methanol and water.

In addition to the 236 range, Goodridge also offers its 2776 series carburettor fittings which are compatible with Holley, Dellorto and Weber carburettors, for use with Goodridge 200 and 210 series hose.

To find out more, visit the Goodridge exhibition stand which will be located within the Retail Village at TRAX, or head to www.goodridge.com

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TRACK TYRE TECH

We catch up with Track Time sponsors Nankang to answer all your track-based tyre tech questions...

Tyres play a huge part when it comes to taking your car on track. They're the only part of your car that is physically in contact with the ground (hopefully!), and as such have a huge impact on your car's acceleration, braking, and cornering abilities when driving. To help you make sure you get the very best experience from your time on track at TRAX 2018, we spoke to track sponsors Nankang with a few FAQs about tyres and track sessions. Here's what the experts had to say...



Can I drive my car on track using standard road tyres?

Yes, you can. There is nothing stopping you from using your everyday tyres, but we would advise you to regularly check the tyres whilst you are out on track. Road tyres can wear quickly and unevenly when driven in anger on track due to softer side walls and more tread block movement than on a track day tyre.

What should I look for to make sure my tyres are safe enough to use on track?

We recommend regular checks for your tyres when used on the road, but when taking your car on track the examination process needs to be more thorough as you will be driving much harder than you do on the road.

Obvious checks include examining the tread depth to ensure the tread is evenly worn and has plenty of tread remaining, as well as looking for any imperfections such as cracks or unusual markings, and any excessive wear on the edges or centre of the tyre.

You also need to be on top of your tyre pressures too, as your tyres and brakes will get a lot hotter on track than they do on the road – meaning your tyre pressures will rise. Don't forget that while your pressures will rise on track, when you return to the pits they may have cooled down somewhat depending on how far from the track you have parked.

How much will my tyres wear on track?

A track like Silverstone is usually quite friendly on tyres compared to other circuits. But bear in mind that your corner speeds will be a lot higher than they will be on the road, so your tyres will be under much more stress. Tread blocks will move about a lot more and tyre pressures will rise higher than they do on the road; this may cause excessive wear. And remember that at the very minimum you will need 1.6mm tread depth across the tyre to remain road legal, but we advise keeping the tyres above 2mm tread.

What tyre pressure should I run?

This is a difficult question to answer as the track, car, driving style, and track conditions will always vary. At the very least your hot pressures should be the same as the vehicle manufacturer advises for road use. Pressures higher than this recommendation may result in excessive tread wear and could create understeer and/or oversteer as well as causing the tyres to overheat.

Do I need slick tyres to take my car on track at TRAX?

Slicks are great if your car is set up for them and the track day allows them to be used. However, slicks are not allowed for the track sessions at TRAX. That's not necessarily a bad thing, as realistically to generate the grip and geometry settings to allow a slick to perform at its best, you will need to make big changes to your road car's geometry set up. And then you'd need to reverse this process to go back to your road tyres again. A better option is to use some performance road tyres that are designed for track use.

What is the best type of tyre for using on track?

Road legal semi-slick tyres are massively popular for fast road and track use. There are many varieties of track rubber available depending on your requirements. Nankang, for example, has two options: the NS-2R and the AR-1 track day tyres.

The NS-2R is a tyre designed for 50% track and 50% road use; it has the ability to withstand track abuse and offer consistent grip, whilst also retaining the ability to disperse water when the inevitable happens.

The AR-1 is a track day tyre designed for maximum pace and consistency on track, proving to be one of the fastest tyres on the market. It's designed for 90% track and 10% road use because the tread pattern does not provide sufficient water dispersion to use every day.

How do track tyres differ from road tyres?

Track tyres have a totally different carcass to a road tyre. A track tyre is much stiffer to allow more cornering stability, they tend to have softer compounds to allow maximum grip and also have a wider tread section to allow a bigger contact patch and more cornering ability. Nankang's track day range is roughly 13% wider than the normal road range.

Does tread pattern make a difference to tyres on track?

Yes, without a doubt because the more contact patch you have, the more grip you will have.

I've got stretched tyres. Will they be safe on track?

Not really. Without being too technical, a stretched tyre is not doing the job it was designed to do. To perform at its best, a tyre should be mounted to a wheel so the sidewall is vertical, or as near to as possible. This allows the tyre to move about during cornering slightly, meaning that the tyre can absorb bumps and cornering stress. If a tyre is stretched on a wheel, this freedom to move is taken away which can promote understeer and/or oversteer. At the same time, running stretched tyres usually means having to run higher tyre pressures than normally advised, simply to keep the tyre seated on the wheel. High pressures are not ideal on track, as they will cause excessive tyre wear and potentially overheat the tyre causing all kinds of problems.

What happens if it rains? Will I need to change tyres?

This depends on the tyre you have fitted. A tyre like the AR-1 will work in the rain until there is too much standing water. And as a brand new tyre only has 5.5mm tread depth, this limit can be reached quickly. A tyre such as the NS-2R, however, has 7mm tread from the factory and has a tread pattern that can cope with rain too.

We asked Nankang what the differences are between a good road tyre, and a specialist track day tyre like the AR-1



Nankang say:

"Choosing the right tyre for you depends on what you use your car for and what you want the tyre to do. Nankang offers a range of tyre options including: the AS-2+, a high performance road tyre designed to work in all conditions and offer comfort and low road noise, as well as great performance in the wet and the dry; the NS-2R, a performance-biased tyre that is suitable for both road and track use; and the AR-1, a motorsport-based tyre that is designed with heavy track use in mind, but still remains fully road legal. If you're unsure which tyre will best suit you, feel free to get in touch with our experts, they will be happy to advise you further."



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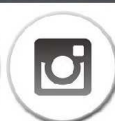
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SHOW TIMETABLE

TIME	ACTIVITY	LOCATION
7:00	Access for clubs & display cars	Gates
9:00	Track Time Begins	Track
10:00	Show Opens to Public	Gates
10:00	Nankang Tyre Challenge Opens	Tyre Challenge
11:00	Sprint Test Opens	Sprint Test
11:00	BDC Drift Demo	Track
12:00	Best Regional Club Stand Announcement	Best Club Stand
12:00	Fast Car vs MMR Track Session	Track
12:15	Best One Make Club Stand Announcement	Best Club Stand
12:30	Show & Shine Winner Announcement	Show and Shine
12:40	BDC Drift Demo	Track
13:20	Best Club Stand Winner Announcement	Best Club Stand
13:30	Pride of Ownership Award: BMW Paddock sponsored by MMR	BMW Paddock
13:45	Pride of Ownership Award: Ford Paddock sponsored by AET Performance	Ford Paddock
14:00	Pride of Ownership Award: Supercar Paddock sponsored by The Performance Company	Supercar Paddock
14:20	BDC Drift Demo	Track
15:00	350Z Win a Car Entries Close	Win a Car Stand
15:30	350 Win a Car Giveaway Announced	Live Action Area
16:00	BDC Drift Demo	Track
16:30	Nankang Tyre Challenge Winner Announced	Tyre Challenge
17:00	Sprint Test Closes	Sprint Test
17:30	Show Closes	All Areas

TRACK TIMETABLE

Session	Club/Public Session	Level	Briefing Time	Track Time
A	Club	Intermediate	08.00	09.00
B	Club	Novice	08.20	09.20
C	Club	Novice	08.40	09.40
D	Public	Intermediate	09.00	10.00
E	Public	Advanced	09.20	10.20
F	Public	Novice	09.40	10.40
G	DRIFT		10.00	11.00
H	DRIFT		10.20	11.20
I	Public	Intermediate	10.40	11.40
J	FAST CAR VS MMR		11.00	12.00
K	Public	Advanced	11.20	12.20
L	DRIFT		11.40	12.40
M	DRIFT		12.00	13.00
N	Public	Novice	12.20	13.20
O	Public	Intermediate	12.40	13.40
P	Public	Advanced	13.00	14.00
Q	DRIFT		13.20	14.20
R	DRIFT		13.40	14.40
S	Public	Novice	14.00	15.00
T	Public	Intermediate	14.20	15.20
U	Public	Novice	14.40	15.40
V	DRIFT		15.00	16.00
W	DRIFT		15.20	16.20
X	Public	Novice	15.40	16.40
Y	Public	Novice	16:00	17:00
Z	SPARE		16:00	17:20

EVENT TIMETABLES

Make sure you set your alarm clock and get to Silverstone early, as there's tons of high-octane action planned on and off the track at this year's TRAX show...



WHAT'S ON

TRAX Event Map

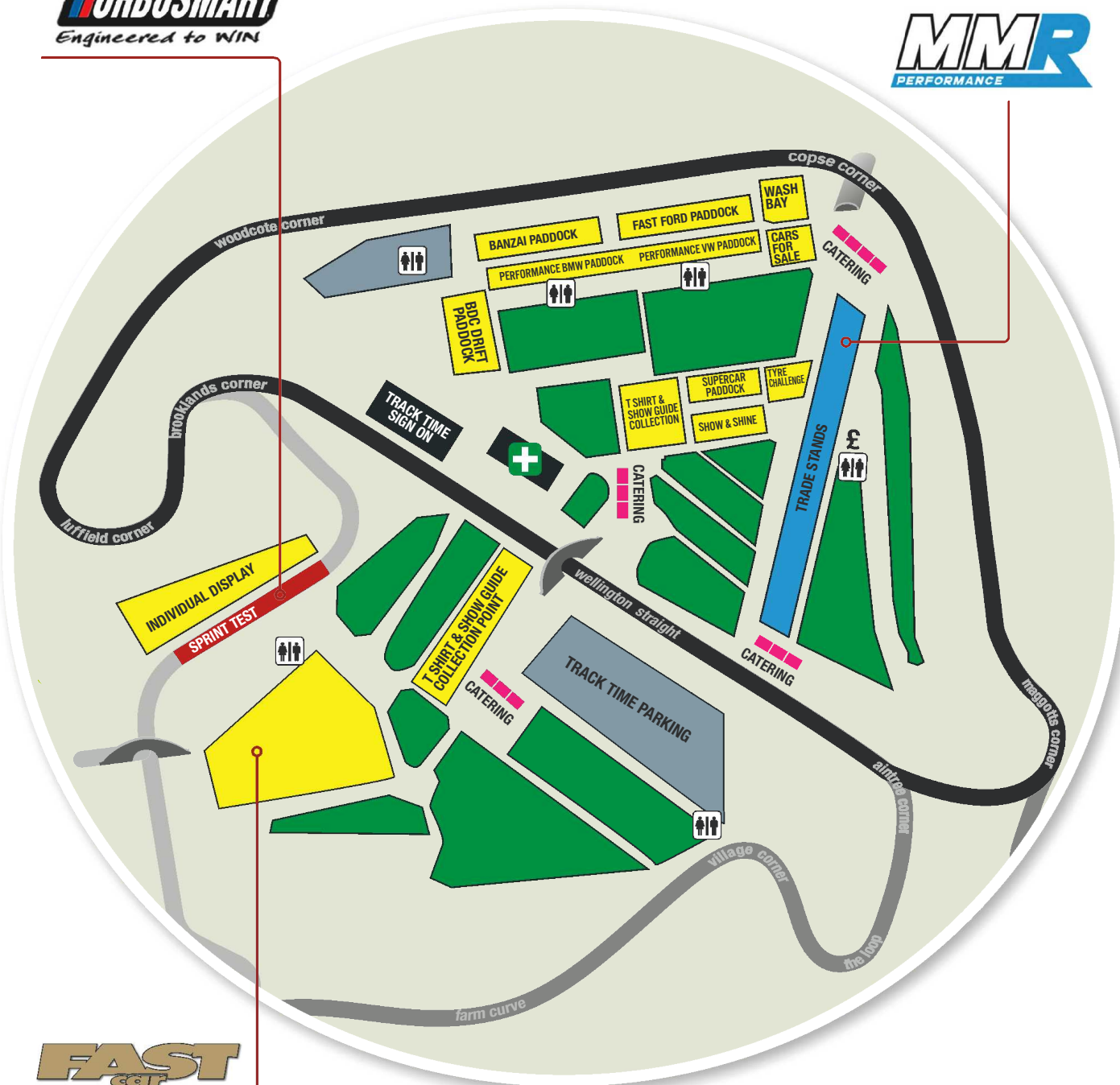
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car

#400

KEY



Car Club Displays



Retail Village



Sprint Test



Track Time Parking



Event Features / Displays



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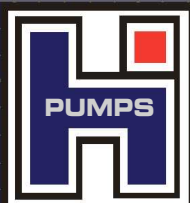
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